

SIGHT SAVING
is a science with has become
perfect through the labour of
amateur men, whose dis-
covering have made it possible
to bring your sight to its
natural state by the use
of accurate lenses.

N. LAZARUS
OPHTHALMIC OPTICIAN.
2, Queen's Road Central, Hongkong.

The China Mail

ESTABLISHED 1845

October 8, 1920, Temperature 77.

Barometer 29.89.

Rainfall 0.34 inch.

Humidity 88

October 8, 1919, Temperature 75.

No. 18,076.

五拜禮

號八十月十年二一廿九一

HONGKONG, FRIDAY, OCTOBER 8, 1920.

七廿月八申庚九百九千一

PRICE \$3.00 Per Month

BUSINESS NOTICES

BY APPOINTMENT. WATSON'S DRY GINGER-ALE.

FRAGRANT, AROMATIC, DRY.

Its "Dryness" is a feature which has helped to give this drink the popularity it so well deserves.

Pints \$1.25 Per Dozen.
Splits 80 cts. " "

A. S. WATSON & CO., LTD.,
AERATED WATER MANUFACTURERS.
"TELEPHONE 436.

DRAGON MOTOR CAR CO.

(THE EUROPEAN GARAGE).
BRITISH CARS ARRIVING SHORTLY:
Buston-Hornsby touring car.
Armstrong-Siddeley touring car about end
of November.

Tels. 452 & 242. Garages in Hongkong and Kowloon.

THE MOTOR UNION INSURANCE COMPANY, LIMITED.
AND
THE UNITED BRITISH INSURANCE COMPANY, LIMITED.

FIRE, MARINE, LIFE AND MOTOR ACCIDENT.
For Rates and Particulars apply to the General Agents
UNION TRADING CO., Prince's Building.

BANQUE INDUSTRIELLE DE CHINE (A FRENCH BANK)

Capital Paid-up and Surplus ... Fcs. 105,000,000.00

The organisation of the Bank enables it to open
CURRENT ACCOUNTS, SAVING ACCOUNTS
and to accept FIXED DEPOSITS in local currency and
ANY FOREIGN CURRENCY.

These accounts and deposits may be converted
AT ANY TIME without ANY CHARGE in ANY
OTHER CURRENCY.

Apply for terms and particulars

BANQUE INDUSTRIELLE DE CHINE,
(HONGKONG BRANCH)
Queen's Building, 5, Chater Road.

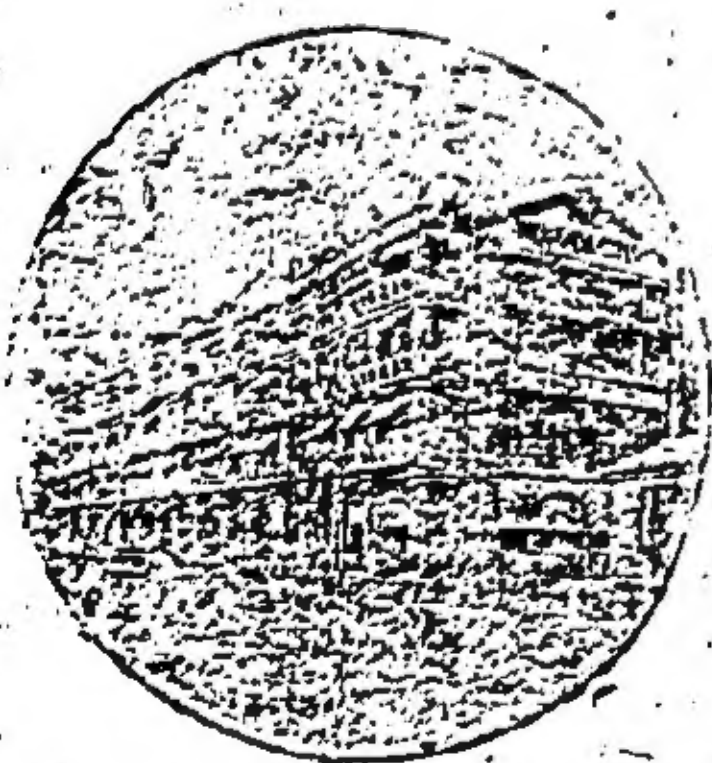
PORTRAITS TAKEN AT YOUR HOME.
For Ordinary Portraits—Special Home Portrait, Graflex Camera is used.
Artistic Diffused Focus Pictures—Taken by "Verio" Diffused Focus Lens.
All Kinds of Photography Undertaken. Prices Moderate.
HIROSE STUDIO, Japanese Photographers.
Telephone 3078. 23, Praya East.

THE WING ON CO., LTD.

UNIVERSAL PROVIDERS

Phone 196

Phone 198



The
Quality Shop
with
Quality Goods
for
Quality Buyers

Diss Bros
ALEXANDRA BUILDING, HONGKONG. TEL. No. 2443.

DONNELLY & WHYTE. WINE MERCHANTS.

Tel. 222.

Tel. 634.

TO-DAY'S CABLES.

(Reuter's Service to the China Mail.)

RUSSIAN ARMISTICE SIGNED.

SIGNATURE CONSIDERED A GREAT POLISH TRIUMPH.

BOLSHEVICS ACCEPT EAGERLY.

WARSAW, October 6.

A message from Riga reports that the armistice was signed last night
agreeing that hostilities should cease on Oct. 8.

LONDON, October 7.

It is reported that the signature of the Russo-Polish armistice, with
which is associated preliminary peace, signifies a great Polish triumph. One
account declares that M. Dombbske, the chairman of the Polish delegation
at Riga, has been dictating terms with almost breathless rapidity. His
points as fast as he submits them are accepted by the Soviet delegates
headed by M. Joffe. This bird's-eye view of the proceedings tallies with
recent reports from Moscow that the Soviet has instructed M. Joffe to
accept any terms, however harsh. It is stated that the terms include
Russia's recognition of the Polish claim for substantial participation in the
Russian gold reserve, although the amount is not fixed.

THE NEW FRONTIER.

The frontier arranged starts slightly eastward of Drinsk and runs
southwards to Molodetchno, thence eastward to Baranowice on the Sarny
and Rovno railway, then southwards to Mibrucc. The Russians deleted
the cabled references as regards East Galicia, White Russia and the
Ukraine. The new frontier compared with Russian proposals
gives Poland an additional 150,000 square kilometres
of territory populated by 4,500,000 people. The armistice is
for 25 days and is breakable at 36 hours' notice, while it is stated that sub-
clauses of the armistice prevent the Reds from carrying out the threatened
transfer of troops to crush General Wrangel. Meanwhile, it is confirmed
that the Red Armies are fast collapsing. The process of self-demobilisation
has set in over the whole northern front. All White Russia and the
Smolensk area is being overrun with fleeing deserters.

BOLSHEVİK PROPAGANDA IN ASIA.

Reuter learns that the most recent note from the British Government
to the Soviet requests a definite reply by October 10 with regard to
the release of British prisoners at Baku and the cessation of
Bolshevik propaganda in Asia. The note adds that until necessary
assurances on the above points are forthcoming the resumption of trade
negotiations must be postponed. It is understood that the reply of the
Soviet has been received in London but it has not yet been published.

REVOLUTION IN PORTUGAL

GENERAL STRIKE DECLARED THROUGHOUT COUNTRY.

BIG TOWNS INVOLVED.

LONDON, October 6.

A general strike, apparently of a revolutionary character, has broken
out throughout Portugal.

LONDON, October 7.

Travellers from Portugal confirm that a general strike has broken out
throughout the country. Government officials declare it is a revolutionary
movement. The postal, telegraph and telephone employees, the naval re-
serves, railwaymen and dockers have all ceased work, while reports from
Vigo state that Lisbon, Oporto and all other big towns of Portugal are
involved.

SHIPS' CHARGES.

NEW AMERICAN RULE AROUSES OPPOSITION.

New York, October 3.

The new rule of the United States Shipping Board which was enforced
on October 1, requiring the filling in of copies of all charges made on
American and foreign vessels has aroused a protest from British ship-
brokers on the ground that the information is confidential.

AVIATOR KILLED.

MACHINE NOSE-DIVES INTO LAKE.

CHICAGO, October 3.

A seaplane nose-dived into a lake from a height of 500 feet at a speed
of 100 miles an hour. The pilot, Lieut. Pedott, was drowned in spite of
the plucky efforts of companion Lieut. Bachelor, to rescue him.

SUPER-SEAPLANES.

EIGHT MACHINES FOR AMERICAN PACIFIC FLEET.

New York, October 3.

Eight United States naval super-seaplanes, each weighing 11,910 lbs.
have been completed. They have an estimated cruising radius of 400
miles and will be stationed at San Diego to co-operate with the Pacific
Fleet.

PETROLEUM INDUSTRY.

BRITISH DOMINATE IN LOWER CALIFORNIA.

New York, October 6.

A message from Mexico City states that the Britisher, Alfred
Mackenzie, has been granted a three years' concession to exploit all oil
lands in Lower California between Sanatomas and Puntadecenas. The
newspapers declare that the British Government is backing Mackenzie with
a view to dominating the petroleum industry in Lower California. It is also
reported that Japan will control the same industry at Sagora.

AMERICAN FINANCE.

New York, October 3.

Messrs Swift and Co. have sold \$40,000,000 on five year notes to
Chicago bankers.

THE DOLLAR.

To-day's closing rate 4.01

To-day's opening rate 4.11

EARLIER TELEGRAMS.

(Reuter's Service to the China Mail.)

FLOODS IN SCOTLAND.

LONDON, October 5th.
Parts of Scotland have been devastated
by wind and rainstorms. The rivers Dee
and Don have flooded the countryside for
miles. Hay, corn and poultry were swirled
from the lower reaches of the Dee towards
the sea while the Garthside Bleach Factory
was inundated and £10,000 damage was
done.

Further up the river, Shetland ponies
were swept away and drowned. Five
drifters and trawlers broke eddies in
Aberdeen harbour. Three were recovered
and two were washed up. Serious damage
was done in Perthshire, a large area being
deeply submerged and small stock drowned.

LONDON, October 6th.
The Highlands have experienced the
worst floods since the historic overflowing
of the Moray in 1823. It is impossible yet
to gauge the extent of the disaster, but
the rivers Tay, Spey, Don and Don are
raging torrents.

Farmers in the Balmoral area were
isolated and were rescued with difficulty by
a motor-boat. Hereabouts a herd of Shee-
land ponies was swept away.

In the lower reaches of the Dee, sheep
hayricks, trees and poultry were swept
away to the sea.
Shipping in Aberdeen suffered severely.
Five drifters and two small steamers were
wrecked ashore. A big watchdog fastened
in a kennel was swept into the bay. The
dog was rescued. Great numbers of wild
rabbits herded on the tops of grain stocks
and wooden storehouses floated on the
Dee like numbers of Noah's Ark. The Bleach-
fields linen works were partially destroyed.
The damage is estimated at £10,000.

STRIKE THREAT.

LONDON, October 6th.
There are indications that a strong feel-
ing exists in most coalfields which may
lead to a majority against the proposed
datum line at the next week's ballot. The
fact that the Miners' Federation executive
has not suggested how the miners should
vote—probably due to difference of opinion
among the members—will evidently con-
siderably lead to increase the vote against
the acceptance of the proposed terms.

The uncertainty whether a bare or two-
thirds majority is necessary for strike
notices to take effect in the event of the
rejection of terms has been cleared up by
the Secretary, Mr. Hedges, who states
that the former will suffice. Meanwhile
the miners at the Welsh, Staffordshire and
Northumberland collieries which were idle
as an emphatic protest against the datum
line proposals, have now resumed work.

CAIRO TRIAL.

CAIRO, October 6th.
Four accused in the conspiracy trial
have been acquitted. The remainder, in-
cluding Abdel Rahman, have been found
guilty. The sentences will be promulgated.

DUBLIN OUTRAGE.

LONDON, October 5th.
A customary outrage is reported from
Ireland to-day. This is a case of a hold-
up by armed men in a Dublin bank. Three
men entered the bank and ordered the staff
at the point of revolvers to hold up their
hands and demanded arms, while one cut
the telephone wires and the other filled his
pockets with money and documents, with
£200 after warning the staff and the cus-
tomers not to leave the bank for an hour.

LONDON, October 5th.
Armed Sinn Feiners, last night, carried
out one of their most successful coups.
They made a sudden onslaught on the police
barracks near Kibberron and took the
garage of fifteen policemen completely by
surprise and compelled them to surrender
without firing a single shot. They then
burned down the barracks after removing
the machine-guns and a considerable quan-
tity of ammunition.

LONDON, October 6th.
As regards the captured barracks, it is
officially reported that it was the Royal
Irish Constabulary barracks at Schull,
Co. Cork, which was attacked in the evening
by a large body of armed men.

A vigorous fire was maintained by both
sides until midnight, when the defenders
were overpowered and surrendered. The
raiders numbered 90. Many of them arrived
by motor-cars in small parties over the
mountain roads, all reaching the rendezvous
about dark.

The barracks are a double-storied build-
ing situated on a high hill overlooking
Schull harbour. The police kept the raiders
at bay for four hours, ultimately being
overwhelmed by the overpowering numbers.
The military seized practically all incoming
mails in Dublin and searched them and
returned them later. Heavy outbreaks of
firing occurred in Cork at night time be-
tween Sinn Feiners and the military cut-off
patrols.

LONDON, October 6th.
The idea is gaining ground in reliable
quarters that while police and military re-
prisals in Ireland are henceforward to be
discouraged, another move is imminent with
the object of re-asserting Government
authority. For this idea evidence is forth-
coming in the increasing raids on Sinn
Fein courts which so far have infrequently
been interfered with. Following on the
disposal of the "Sinn Fein Quarter
Sessions" at Navan, the military sur-
rounded the Wexford Town Hall where the
Mayor was presiding at an illegal court.
The Mayor was arrested, and he protested
that he had a right to hold the court but he
was removed to a goal with the other court
officials.

It is believed that the new form of activi-
ty, which, it is recognised, will entail whole-
sale arrests of Sinn Fein leaders, will be
in full swing before the re-assembling of
Parliament on October 19th.

JEYES



By Royal Appointment
THE BEST
DISINFECTANT.

BUSINESS NOTICES

J. T. SHAW

TEL. 692

PURE WOOL UNDERWEAR

— IN ALL WEIGHTS —

JAEGER AND MORLEY'S

HIGH GRADE

UNDERWEAR

FOR PERFECTION OF FINISH, QUALITY
OF WOOL, AND BEING UNSHRINKABLE
WITHOUT DOUBT THE VERY BEST
OBTAINABLE.

ALSO STOCKED IN SILK & WOOL.

— ALL SIZES —

SPECIALIST IN MEN'S WEAR
NEXT DOOR, HONGKONG HOTEL.

WE NOW HAVE LARGE SUPPLIES OF

BEEBLE VIRUS.

HARMLESS TO DOMESTIC ANIMALS, SAFE AND
— CLEANLY TO USE, BUT MOST EFFECTIVE IN THE
EXTERMINATION OF COCKROACHES.

OBTAINABLE FROM

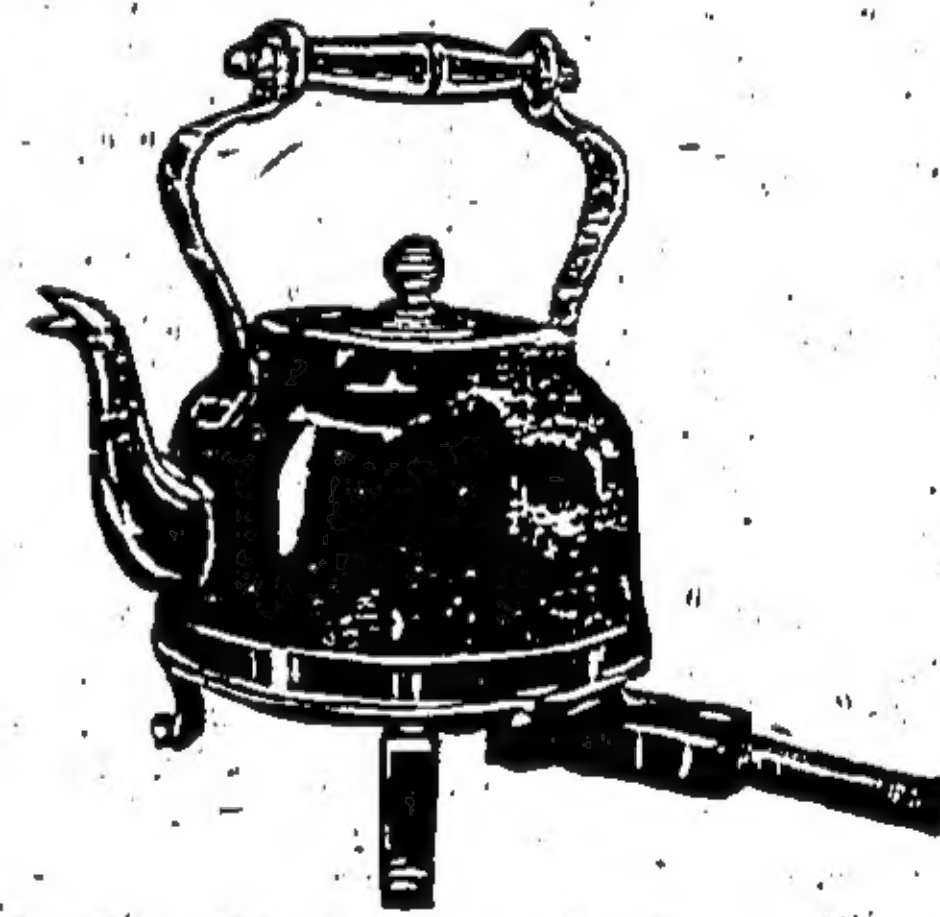
TEL. 345. THE PHARMACY TEL. 346.
FLETCHER & CO. 22, QUEEN'S ROAD.

J. ULLMANN & Co.

French Firm, Established 1860.

Quality, Variety, Perfection.

THE GENERAL ELECTRIC CO. OF CHINA LTD.



HEATING APPARATUS

KETTLES, IRONS, HOT PLATES,
COFFEE PERCOLATORS, SAUCE PANS.

A LARGE SELECTION.

MODERATE PRICES.

QUEEN'S



TEL. 518.

BUILDINGS.

HONGKONG.

CAPE WINES.

OLARET

DRACKENSTEIN (Hock Style)

SAVIGNON BLANC (Hock Style)

CALDBECK, MACGREGOR & CO., LD.

15, QUEEN'S ROAD CENTRAL.

TEL. 75.

THE HANDLEY PAGE

MULTIPLE ENGINED BIPLANES

HANDLEY PAGE LTD.

Orrickwood, London, N.W. 2.

Sole Agents for China:

PEKING SYNDICATE LTD.

Peking

Sub-Agents for Hongkong and South China:

W. R. LOXLEY & CO.,

Hongkong

LAMMERT BROS.

AUCTIONEERS, APPRAISERS
AND SURVEYORS.

Public Auctions.

THE Undersigned have received instructions to sell by Public Auction, on

SATURDAY, October 9, 1920,
commencing at 11 a.m.,
at their Sales Rooms, Duddell Street.

A Quantity of
Congoleum (Linoleum)
On view now.

Terms:—Cash on delivery.
LAMMERT BROS.,
Auctioneers.

Hongkong, October 5, 1920.

on
THURSDAY, October 14, 1920,
commencing at 2.30 p.m.,
at their Sales Rooms, Duddell Street.

A Quantity of
Valuable Household Furniture,
Comprising:—

Blackwood chairs, trapezoid tables,
flower stands & stools, tapestry covered
couch & easy chairs, card tables, writing
table, ornamental pictures, brass fender
& fire brasses, carpets, rug, etc., etc.
Teak extension dining table and
chairs, teak sideboard with bevelled
mirror, teak dinner wagon, occasional
tables, teak overmantel, electric table
fans, etc., etc.

Double and single brass mounted
iron & teak bedsteads, teak dressing
table, washstand, chest of drawers, toilet
set, etc., etc.

Also
1 12-bore Sporting Gun.
1 16-bore do.
1 Motor Bicycle.

On view from Wednesday, the 10th
inst. Catalogues will be issued.
Terms:—Cash on delivery.

LAMMERT BROS.,
Auctioneers.
Hongkong, October 6, 1920.

FOR SALE.

Very Valuable Chinese Porcelain
and Curios,
comprising:—

- 2 Very fine Celadon Vases, Sung.
- 2 Coloured Jar, Sung.
- 1 Pair Very fine Porcelain Vases Sung.
- 1 Fine Wood Carving, Ming.
- 2 Very fine Stone Statues, Bar.
- 1 Blue and white vase, Ming.
- 1 Coloured Jar, Sung.
- 1 Celadon Jar, Sung.
- 1 Porcelain Ornament, Sung.
- 1 Coloured Jar, Ming.
- 1 Blue and white Vase with
peach bloom decorations,
Yungching.
- 1 Porcelain Jar, Sung.
- 1 Celadon Jar, Sung.
- 1 Celadon bowl, Sung.
- 1 Pottery ornament, Sung.
- 1 Powder Blue Vase with
3-coloured decorations,
Kanghi.

N.B.—The above may be viewed be-
tween 9 a.m. to 5 p.m. at
Messrs. LAMMERT BROS.,
No. 3, Duddell Street.

FOR SALE

MILNER'S SAFES

Apply to
LAMMERT BROS.,
Duddell Street.

MUMEYA

Japanese Photographers.
All kinds of Photo-graphic Work done
in latest styles also Passport Photos.

Developing and Printing for
Amateurs & Specialists.

No. 54, Queen's Road Central.
Tel. 224.

THE CLEANING OF
SUMMER FROCKS

is an important matter and
we make a speciality of
"refinishing" light Frocks
and Gossamer so that they
keep clean longer than
when treated by ordinary
methods.

Our processes are thorough and
reliable. Our facilities and re-
sources enable us to carry out all
work quickly and our charges are
really reasonable.

Write for Price List and See!

The Dyeing and
Drycleaning Co.

Agents
CASSIDY, AHEMED.

General Depot:
22 & 24, Wellington Street.
Branch 22, Nathan Road, Kowloon.
Phone 162.

INTIMATIONS

YOU CANNOT AFFORD TO
BE WITHOUT THEM.

JUST received a large Consignment
of (1) LACTOGEN the most digestive
food for Infants which keeps good in
quality during Hot weather (2) LAC-
TOSE (Milk Sugar) for sweetening the
foods of Infants and Dyspeptics (3)
MILFORD-McGRATH FLUID INSEC-
TICIDE the Best Fluid for destroying
Flies, Mosquitoes, Bugs, Flies and all
other Insect Pests in Summer days, and
(4) JOHN CHAMBERS' GOLDEN
FLEECES, MAGIC and CINDERELLA
SOAPS for keeping everything clean in
House.

PRICES are Very Moderate. In-
spection and Enquiries are cordially
invited.

SHIU FUNG-TAI & CO.,
Sole Agents for Hongkong and South China.
Nos. 47 & 49, Comanche Road Central, Hongkong.
Telephone No. 1238.

理代泰豐

FOR HOUSEHOLD

ECONOMY

USE

HOME-GROWN

VEGETABLES

JUST RECEIVED

NEW SUPPLY OF

SEEDS

GRACA & CO.,

No. 10, Wyndham Street,
P.O. Box 620. Hongkong.

JAPANESE MAKERS.

Every kind of Footwear.

MADE

TO

ORDER



CHERRY & CO.,

FEDDER STREET,
Opposite Hongkong Hotel.
Telephone No. 491.
Hongkong, March 20, 1914.

MASSAGE HALL

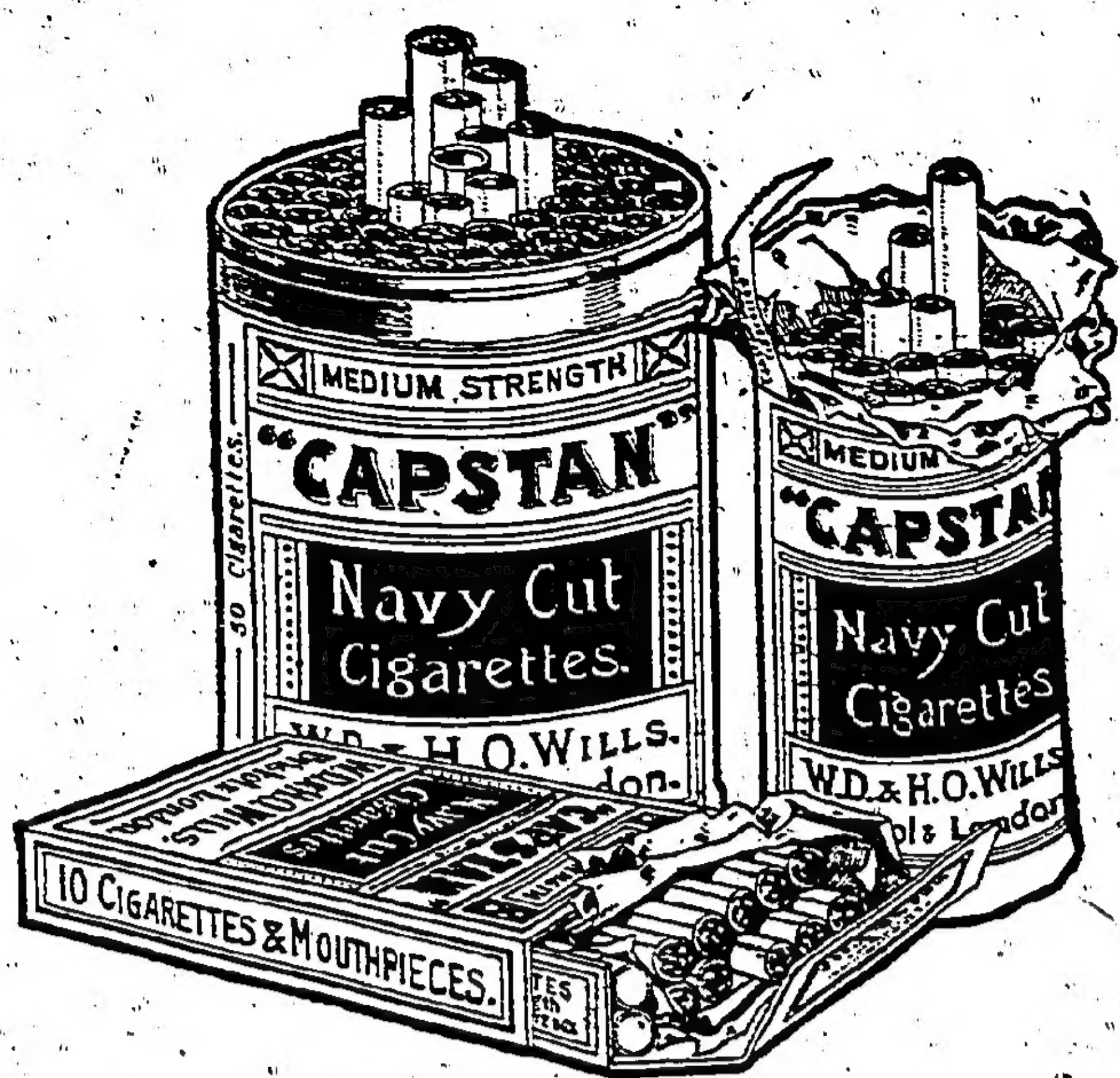
Graduate from Nippon Massage School.
MRS. HAN INOKUCHI
Phone No. 1264. 35, Stanley Street,
1st Floor.

THE NEW FRENCH REMEDY.
THERAPION NO. 1
THERAPION NO. 2
THERAPION NO. 3
No. 1 The Kidney Cure.
No. 2 The Liver Cure.
No. 3 The Blood Purifier.
These three remedies are the only ones
which have been tested by the French
Government and found to be the most
effective and reliable. They are sold
everywhere. Write for full particulars
to THE FRENCH REMEDY CO., 10, Rue
de la Paix, Paris.

ASAHI BEER



ASAHI BEER
DAI NIPPON BREWERY COMPANY
LIMITED
ASAHI BEER
DAI NIPPON BREWERY COMPANY
LIMITED



EVERY VIRGINIA LEAF

used in the manufacture of

CAPSTAN

CIGARETTES

is selected and blended
by specialists, skilled
in the art of their
Profession.

SOLD BY ALL TOBACCONISTS.

This Advertisement is issued by British-American Tobacco Co., (China) Ltd.

SOVIET CZAR.

RUSSIA'S REAL RULER.

ACTORS IN THE ROYAL TRAGEDY.

The circumstances leading up to
the murder of the ex-Czar and his
family and the chief actors in that
great drama are dealt with by *The
Times* in its narrative which is being
published daily. The following are
extracts:—

At the time when the fate of the
Czar and his family hung in the
balance, Germany was absolute mis-
tress of the situation, and had
there been unity of method
as well as of purpose between the
German High Command and Berlin,
the fate of Russia and, perhaps,
of the world would have been changed.
Berlin wanted to continue to rule
Russia through the Soviets under
Mirbach; Ludendorff aimed at the
overthrow of the Soviets in order to
enlist the support of the Cossacks
and Volunteers. As might be ex-
pected, the conflict between them
resulted in a fatal compromise—an
attempt to run with the White hare
and hunt with the Red hounds.

Ludendorff's plan was to substitute
a more agreeable form of govern-
ment in the place of the Soviets and
to modify suitably the treaty of
Brest-Litovsk. Here he has the key
to the removal of Nicholas II. from
Tobolsk. But all that subsequently
happened was conditional upon an
other set of forces. Sovietdom
asserted itself.

Lenin did not rule; the Soviet
system was governed by other people,
the fellow-passengers who came with
him under German auspices. He
delivered impassioned harangues be-
fore the Sovnarkom (Council of
People's Commissaries) and received
deputations from minor Soviets; the
real power was elsewhere—in the
Tsik (Central Executive Committee)
and Chrezvychaika (Extraordinary
Commission for Combating Counter-
revolution); and, just as it had been
in the Old Russia, the last word was
always with the Police-Okrana
organisation.

SVERDLOV'S POWER.

Mirbach received his daily report
from the Chrezvychaika. He was
murdered by two men who said they
came from that office. Lenin had
little to do with his death as he had
with the murders, a week later, of
the ex-Czar and his family. The
Red Okhrana and the inner circle of
the crime of Ekaterinburg, and
probably of Mirbach's assassination,
were a goodly proportion of the hundred
Jews who came out of Germany with
Lenin and the hundreds who came
from Chicago deserve to be included
in this gallery, for they undoubtedly

held Russia under their sway. To
enumerate and describe them would
require a small volume. I need
sketch only those who act
prominently in the drama of
Ekaterinburg. The most important
were: Sverdlov, Safarov, Volkov,
and Goloschekin, and the murderer-
in-chief Yurovsky.

The names of Safarov and Volkov
figure in the list of Lenin's fellow-
passengers. Both are very powerful
Bolsheviks, holding high places in
the executive and police branches.
Sverdlov is—I use the present tense
because all these persons continue to
wield their influence to the present
day—the uncrowned Czar of the
Soviets. His authority is really much
higher than that of Lenin or even
Trotzky. He dominates the Tsik,
and his creatures rule the Chrezvy-
chaika. Sverdlov's name appears
in the Bolshevik Government as
approved by Germany. The direct
connection between Sverdlov and
the murders of Ekaterinburg is
established beyond doubt.

A TREMBLING GOVERNOR.

Goloschekin was the representa-
tive of the above-named concave
in the regional Soviet of the Urals
and kept that rather recalcitrant
body under secret subjection to his
chiefs. . . . He was bloodthirsty
in an abnormal degree, even for a
Red chieftain. People who knew
him at Ekaterinburg describe him as
a homicidal sadist. He never at-
tended executions, but insisted upon
hearing a detailed account of them.
He huddled in bed shivering and
quaking till the executioner came with
his report, and would listen to his
description of tortures with a frenzy
of joy, begging for further details,
gloating over the expressions,
gestures, and death-throes of the
victims as they passed before his
diseased vision.

Yurovsky had a humbler task; he
was not one of the mighty ones of
the Soviet. He was installed as chief
jailer and tormentor of the doomed
family. The Russian commandant
and guards were dismissed, ostensibly
because they were pilfering.
Magyarised-German soldiers under a
Jewish commandant took their places
and were able to rob wholesale the
unfortunates whom they were sup-
posed to protect.

At a time when he was seeking
any and every means of advancement,
Yurovsky had been baptised into the
Lutheran Church. He used to attend
prayers in Ipatiev's house. He even
chatted pleasantly with the sick boy
Alexis, whom a few days later he
shot with his own hand.

CHAMBERLAIN'S PAIN BALM.

THERE is nothing so good for muscu-
lar rheumatism, sprains, lameness,
cramps of the muscles, bruises and like
injuries as Chamberlain's Pain Balm.
It will effect a cure in less time than
any other treatment. For sale by all
Chemists and Storekeepers.

"COAL TO NEWCASTLE."

EXTRAORDINARY INCIDENT.

A COMMERCIAL PROPOSITION.

It was once regarded as the height
of absurdity to suggest that coal
should be carried to Newcastle, but
it looks as though that might become
a commercial proposition. An
extraordinary incident is reported
which shows the ridiculous conditions
that are being created owing to the
continued coal crisis in this country
—the reduction of output being
associated with a shortening of hours
of work and repeated increases in
wages, says the *Daily Telegraph*. A
British ship went out to South
Africa with a full cargo of
machinery, mechanical appliances,
and agricultural goods. She was
unable to obtain a cargo for her
homeward voyage. What should be
done? Some one hit on the idea of
loading her up with Transvaal coal,
assuming that a market for it could
be found in Norway. So the vessel
went round to Delagoa Bay, took on
board the coal, and sailed home.
But when she reached these shores it
was found that, owing to the coal
crisis here, her cargo could be sold
at advantage in this great coal-
producing country. A contract was
made and the cargo unloaded,
and so that coal never reached
Norway. It transpired that
the cargo could be sold at a price
which was nearly £2 a ton less than
the export price of British coal.
This experience has suggested the
wisdom of bringing in further sup-
plies of South African coal, and in
the meantime all the surplus coal
which the United States, Australia,
New Zealand, and China, can spare is
being transhipped to our former
customers in various parts of the
world. When we get down to
bedrock, it is apparent that
the secret of the success of our in-
dustries, as well as of our mercan-
tile marine, was to be found in the
past in our coal measures. It is one
of the most amazing perversities that
at a moment when the whole world
is crying out for as much coal as we
could by any possibility supply, the
miners should have slowed down pro-
duction by about 50,000,000 tons
annually as compared with 1913. As
is pointed out, we are using in
revenue this year at least £200,000,000
owing to this curious piece of
folly. The miners are injuring them-
selves quite as much as the com-
munity generally, for if this sum was
coming into the country they would
benefit with everyone else. Thus we
are reduced to buying coal from the
Transvaal, supplies reaching us in
spite of the 6,000 mile journey
cheaper than they can be obtained
in this great coal country. The age
of economic miracles—or follies—is
certainly not past.

G. FALCONER & CO., LTD.

WATCHMAKERS & JEWELLERS.

Hotel Mansions.

Agents for:—ADMIRALTY CHARTS.

ROSS'S BINOCULARS and TELESCOPES.

KELVIN'S NAUTICAL INSTRUMENTS.

BENSON'S ENGLISH WATCHES.

ENGLISH SILVERWARE, direct from Manufacturers.

High Class English Jewellery.

BATH TUBS.

Sanitary Goods.
Bathroom Fittings
AND ALL KINDS OF
Glass and Mirrors.
LYSON COMPANY.
Tel. No. 2558. 39 A, Queen's Road Central, Hongkong.

FURNITURE.

CONTRACTS SOLICITED FOR HOUSES, OFFICES,
HOTELS & SHIPS.

BRASS AND IRON BEDSTEADS, UPHOLSTERY,
ELECTRO-PLATED WARE, GLASSWARE, CHOCOLERY,
HIGH-CLASS TEAKWOOD & BLACK WOOD FURNITURE.

CHEONG LEE & CO.
Tel. No. 801. HEAD OFFICE, 63, QUEEN'S ROAD CENTRAL.
CABLE ADDRESS: "CHEONGLEE" A.B.C. CODE 578 EDITION.

HOTELS AND CAFES.

THE HONGKONG HOTEL CO., LTD.

OPERATING:—

THE HONGKONG HOTEL,

HOTEL MANSIONS.

THE REPULSE BAY HOTEL,

AND THE

HONGKONG HOTEL GARAGE.

J. E. TAGGART,
Manager.

THE PEAK HOTEL.

1,500 Feet above Sea Level.
15 Minutes from Landing Stage.
Under the Management of—
MRS. BLAIR.

KING EDWARD HOTEL

CENTRAL LOCATION
ALL ELECTRIC TRAM Pass Entrance, Electric Lifts, Fans and Lights,
European Baths and Sanitary Fittings, Hot and Cold Water System
throughout. Best of Food and Service.
Telephone 375. Telegraphic Address: "VICTORIA"
J. WITCHELL, Manager.

CARLTON HOTEL.

(THE ONLY AMERICAN HOTEL IN THE COLONY.)
ICE HOUSE STREET.

Under American Management. Nice and quiet yet only a few minutes
walk from the Banks and Central District. 43 Bedrooms, Excellent Cuisine,
scrupulously clean. Moderate Terms. Monthly and Family Rates on
application to the Proprietors. Launches meet Passenger Boats.
Telegraphic Address: "CARLTON." Mrs. F. Z. CAMERON

PALACE HOTEL

KOWLOON.
(Two minutes from Star Ferry).

Recently renovated and refurbished, electric light and fans throughout
and entirely under new management. Dining under the personal supervision
of the proprietor. Bar and Billiard Rooms. Terms moderate. Special terms to
families on application to
Telephone K. 2. Telegraphic Add.: "PALACE"
J. E. OKERREY, Proprietor.

BOSTON CANDY STORE

12 Queen's Rd. C.
Opposite THE ROYAL THEATRE.
Candles
Ice
Soda
Cigars
and
Cigarettes
TELEPHONE ORDERS FILLED.

YANG FUK, DRYER.
10, D'ARQUE STREET.
TERMS VERY MODERATE.
Consultation free.

FRENCH LESSONS

G. ROUSSEAU
15, MARRINER BUILDING

WATSON'S DRY GINGER-ALE

FRAGRANT, AROMATIC, DRY.

Its "Dryness" is a feature which has helped to give this drink the popularity it so well deserves.

Pints \$1.25 Per Dozen.
Splits 80 Cts. " "

A. S. WATSON & CO., LTD.,

AERATED WATER MANUFACTURERS.

TEL. 436.

Wm. **Powell** Ltd.
TELEPHONE 346

SPECIAL SHOW
THIS WEEK OF
CHILDRENS' WHITE,
AND
COLOR COATS.
IN ALL SIZES
HATS, AND BONNETS,
TO MATCH.
JERSEYS — JERSEY SUITS
AND
KILTIES.

The China Mail.

TRADE, JUSTICE, PUBLIC SERVICE.

HONGKONG, FRIDAY, OCT. 8, 1920.

PLAIN TALK ABOUT PLAIN FACTS.

One of the sympathetic papers talks of a Guild reply to Mr. John Johnston's arguments, as something that should be forthcoming. There must be nothing of the kind. It would be a grave error. It would be to follow the Red Herring that has been so artfully drawn across the scent. At present the Guilds occupy a perfectly sound position, good morally as well as tactically. We hope they will hold it.

This is the position. They notified the companies of their future requirements as regards pay and conditions. The public has heard of this as a demand for a further increase on top of generous concessions made or offered.

What they asked for was this: They asked for what one important company is now actually giving. They asked for the same scale as the British India Steam Navigation Company is now paying its men, the only difference being that they naturally worked out the exchange in terms of dollars instead of rupees, which is quite in order. The point for the public is simply this, that Jardines and Butterfield and Swire have been asked to pay what another company manages to pay without being ruined. If the B. I. can, B. & S. and the Indo-China can.

This is good, commonsense evidence on the point of the "reasonableness" of the demand. It was refused. The Guilds asked for arbitration. Jardines definitely refused arbitration on September 6th.

B. & S. have now lined up with Jardines. As we said, have asked the public to judge. Ad captandums, figures. The public cannot, or at least will not, analyse figures as expert arbitrators do and would do. This is strong presumptive evidence that Jardines' figures will not stand scrutiny. It is hardly worth while bothering the public with figures, for the reason stated, but as Jardines have asked their ad captandum case on ad captandum figures, it is fair to ask at them. On their own showing, and after allowing for the cost of the boasted

concessions, they could have paid nine per cent. on their preference shares, and thirty (30) per cent. on their ordinary shares, for 1918. That was not an exceptionally profitable year, as their ships were under Government control.

The public has surely noted how carefully Mr. Johnston selected the years which helped his argument, and ignored those that didn't. The poor results of 1910-1911 may (it has been suggested) have been due to management less excellent than the Company now enjoys.

The public, if it could have the figures for 1915, 1916, 1917, and 1919 (which were left out) would be impressed. In four years, after that previous poor showing, they pay off all their debentures, and accumulate really enormous reserves.

The shares were \$90 in 1914; they are now over \$200. What can that mean, if the Company is paying its men to the utmost bearable limit? Their net earnings, on Mr. Johnston's showing after paying the preference shareholders nine per cent., were as follows:—

In 1910 21 per cent.
1911 23
1912 31
1913 39
1914 31
1915 161

For 1915-17 let your imagination supply the figures, bearing in mind the position the company is now in. We have hardly any patience to deal with the figures with which Mr. Johnston pretended to compute the men's possible savings, for remission home. In showing yesterday that Mr. Johnston's statement (that a shipmaster on present rates drew \$883,000 in eleven years) looked like \$628 per month, we omitted to point out that to get that total he must have been a senior master for ten years. How many of Jardines' skippers, or any other company's, are in that position? Not more than could walk under one hat.

Did you notice that in reckoning how much a younger officer could afford to send home Mr. Johnston allowed him the enormous sum of \$100 a month for incidental expenses? Did you consider that these incidentals are clothes, and (in Jardines' case) uniforms? If the cost of operating ships has gone up, we all know how the cost of clothes has gone up. We shudder to think how Mr. Johnston would have to dress on \$100 a month covering all his incidentals. Engineers' working clothes alone cost about double what they used to, and they wear out more than ordinary men do. Even a third engineer

on a Jardine ship is compelled to have a uniform, and he has to pay for it, out of what is left of that \$100 a month.

The figures given at the Indo-China meeting were ad captandum vulgar, which is Latin for "meant to delude the thoughtless." The figures that would have to be given in arbitration would be examined by people who savvy. Jardines refused, on Sept. 6, to consent to arbitration.

You, the public, that they have tried to stampede into a state of prejudice, must keep your mind on that significant fact.

It is a fact. It must mean something. What do you suppose it means, if not what we say it means?

SHANGHAI TRADE GROWTH.

The time has come to talk of the remarkable trade growth of Shanghai. The statistical department of the Chinese Maritime Customs has produced another of its valuable Yellow Books, dealing with the returns for 1919 at the central ports. The notes on Shanghai trade are unusually exhaustive. They refer right away to the "remarkable record," and tell us that if that record can be considered prophetic, Shanghai stands upon the threshold of an era of unprecedented expansion and prosperity. 1919 was a most prosperous year. The large industrial enterprises prospered, and new ones were established. Cotton textiles produced to their utmost capacity and had handsome profits. The dockyards had all the work they could handle. Among the new manufacturing enterprises were a new steel works, a glass factory, a cigarette factory, and an oil mill. Many new business houses, foreign and Chinese, came into existence. Building operations were widespread. The population increased, causing problems of congestion. Berths for shipping were nearly insufficient. We have seen published elsewhere the opinion that some of this new enterprise was hollow, and doomed to failure, but the Customs reporter does not seem to think so. We suspect that the "glittering tale" was by hope out of envy. The suggestion was that the Americans were overdoing it, but this report shows that there was full occasion for the display of American activities. The patriotic boycott against things Japanese may have had effects on the trade figures, but perhaps not so much as was thought. The gross value of Japanese goods imported into Shanghai fell from \$8 to 70 millions. But exchange complications, that the values in the years compared being different. Moreover, it could at most affect the second half of the year. No doubt it encouraged the competition which rearranged the order of precedence of Chinese customers. American imports increased from 33.7 millions to 57.9 millions. British imports went up from 16.1 millions to 56.1 millions. India sent 21 millions worth where the previous year she sent only 4.8 millions. This last increase would be the most important in Japanese eyes as it represents chiefly cotton yarn. Japanese imports of yarn fell off 59 per cent, and the Indian increase was 250 per cent. That was directly due to the boycott, and a comparison of the quarterly returns seems to prove that its effects upon Japanese trade were substantially damaging. The most striking phase of the year's trade was the rapid growth in the part played by Americans in the commerce of the port. Direct American trade increased as to total value of both imports and exports from 81 millions to over 143 millions, or 76 per cent. In 1918 Japan led America with a margin of 55 millions, and now in 1919 America wiped that out, and took first place with a margin of 28 millions over Japan. To handle this expanding trade 27 new American firms, including three banks and several shipping companies, were established in Shanghai. The number of American residents, we are told, has risen appreciably. On the important subject of labour, we find this paragraph:—

"Shanghai, in common with the rest of the world, finds itself, after the war, faced with a labour problem; and the humble coffee, on whose shoulders literally rests so much of the welfare of this port, has become an important economic factor in its business. During the latter part of the war, with the great decline in shipping, the army of dock labourers was very largely disbanded, and the resumption of trade in the spring of 1919 found the supply of workers entirely inadequate to cope with the situation. To add to the difficulty many of the available labourers left Shanghai to work on the farms during June and July, just when the demand for workers was most acute, and those remaining—quick to take advantage of their position—struck successfully for increased pay. Labour unrest and strikes were not, however, confined to this class of workman, for carpenters, wood

carvers, mill hands, and other skilled labourers also went on strike in order to force higher wages. The report of the municipal police records a total of 25 strikes during the year, practically all due to the increased cost of living. There was a minimum of disturbance in connection with these affairs, and amicable settlements were reached by a general increase in wages."

LOCAL AND GENERAL.

Monday being a Bank Holiday, the exchange banks will be closed.

One Chinese died in Hongkong yesterday from cerebro-spinal fever, the only case of notifiable disease reported.

The M.M. "Porthos" which arrived this morning brought 104 passengers for Hongkong, while 622 were booked through to Shanghai.

The annual general meeting of the members of the Craigflower Cricket Club takes place in the Club house, Happy Valley, this evening at 8.30.

The drawing for subscription griffins, which was fixed for yesterday, did not take place owing to the non-arrival of the s.s. "Chipping" with the ponies.

It is reported in the Canton vernacular press that Mr. Sun, son of Dr. Sun Yat-sen, has bought an aeroplane from "a foreign merchant in Macao," at a cost of \$12,000.

The annual aquatic sports meeting of the Queen's College advertised to take place at the V.R.C. yesterday evening, was postponed owing to the inclement weather.

The arsenal at Shek-cheng is working day and night for the manufacture of cartridges. The arsenal is still under the direction of officers under Mr. Yung-hsien.

The approaching wedding is announced of Mr. Thos. George Stokes, engineer, to Miss Flossie Gwendoline Skidder, en route from London by the "Kamo Maru."

A water snake fourteen feet in length was shot by Mr. Kilbee, Chief Officer of the "Tak-sang," in the harbour yesterday. The snake was first observed trying to climb up the stern post of the ship.

On the arrival of Mr. C. McL. Messer who is returning to the Colony from a foreign tour next month, the Hon. Mr. D. W. Trautman will revert to the post of Superintendent of Imports and Exports.

Among the passengers by the M.M. "Porthos" to-day were Mr. Le Bras of the Banque d'Indo-Chine, Mr. J. Conway, who joins the staff of our evening contemporary, the Rev. Fr. Robert and Mr. and Mrs. H. Allen.

The Rev. W. H. Griffith Thomas, M.A., D.D. (Oxon), the well-known Biblical scholar, late of Wycliffe College, Toronto, will arrive in Hongkong shortly. He will deliver a series of discourses, at St. Andrew's Church, Kowloon, on October 12 at 9 p.m., he will speak at the Church Hall at a meeting for men only.

The building situated in Des Voeux Road Central, opposite the Central Market, at present occupied by the Wo Ping Theatre, the Palace Garage, and some Chinese shops, is to come down soon. The Government proposes, it is understood, to build on that site a spacious building to accommodate the Central Fire Station, the present site of which is considered to be a little out of the Central district. Furthermore, with the pending arrival of new engines and other up-to-date appliances the present station will be inadequate. According to the plans drawn up by the P.W.D., the new fire station will also provide accommodation for the Secretariat for Chinese Affairs and other Government Departments which have outgrown their present accommodation in the various Government buildings in the city.

In connection with the keen interest manifested by the ladies in the harbour swim, it is interesting to note that, in view of the large number of ladies who entered for the event this year, it is hoped that next year the number of lady competitors will be large enough to render it possible to make the event cover two days, one for the ladies and the other for the men. It is interesting also to note the youth of several of the lady competitors on Wednesday last. Miss Ruby Young, who won the ladies' championship, is only sixteen years of age. Miss Vivian Young, who also completed the course, is but a year older than her capable younger sister, while Miss D. W. Mitchell, who distinguished herself by securing third place, is only twelve years of age. Miss Vivian Young, it should be mentioned in contradiction of a previous report, did finish the course. Her time was 58 minutes.

CANTON RAILWAY.

SERVICE RESTORED.

ANOTHER ATTACK THREATENED.

Through railway communication was restored with Canton this morning with the departure from Kowloon of the usual morning express train. Yesterday the through service was again suspended owing to the line having been torn up just north of Sheklung. It was also reported that the iron bridge at Shek-lek-kow was destroyed at mid-night on October 1, but it is now appears that while an attempt was made to destroy the bridge, the damage, which has since been made good, was not so great as at first reported.

This is the second time that the service has had to be suspended during the present trouble owing to attacks on the line, but it is not known what measures will be taken in the future to protect the railway from further attacks. The onus of protecting the line rests with the Chinese Government, who should, under their agreement, make adequate arrangements, including policing if necessary, to ensure the safety of the service. It is impossible at present to say what measures will be taken in the present unsettled circumstances, but that the line will not long remain free from attention seems apparent from a report in the Canton paper that Commander-in-Chief Chung Ting-kwong of the Cantonese army now in Bocca Tigris is attempting an attack at Sheklung with the intention of capturing the Canton-Kowloon Railway in order to prevent the return of Kwangsi troops to Canton from the East River districts.

The service of the Canton-Hankow Railway, (Yueh Han) has been suspended again, a portion of the railroad in Tai Long station having been derailed by members of the National Salvation Army on October 3. A Peking telegram states that the Ministry of Communications has decided to recommence the building of the Canton-Hankow and Szechuen Railways.

CANTON TROUBLE.

MU REMAINS OBSCURE.

WHAT WILL HAPPEN NEXT?

Mu Yung-hsien, the retiring Tsuchun of Kwangtung, still refuses to surrender his seal and office to the Tsuchun designate, Rear Admiral Tang Ting-kwang. According to a member of the Citizens Committee, composed of persons friendly to Mu Yung-hsien, some of whom are his advisers and councillors, the Kwangsi militarist did not think \$500,000 would be sufficient to procure the removal of his men back to Kwangsi. Some \$2,000,000 will not be too much. The committee has the other day decided not to contribute more than \$500,000 to buy peace from the Kwangsi forces, says the Canton Times. Reports from other sources state that Tsuchun Mu must surrender his office and seal before October 10, or something will happen to him. On some, no one knows what will happen next, as the troops of both sides are looking for trouble all the time; and before the leaders have finally decided what best to be done, something may occur.

Wong Siu Ki has been especially instructed by General Ngai Bong-ping to remove Mu Yung-hsien by force if the latter does not surrender his power and seal to the Cantonese soon, according to a later report.

"A BIT SILLY."

BANISHEE ARRESTED.

REMAINED FOR MEDICAL OBSERVATION.

Before Magistrate Orme this morning, Inspector Caygill, of Yaumatei Police Station, charged a Chinese with unlawfully returning to the Colony after having been banished on September 23, for a period of ten years.

The defendant was seen by a Chinese detective wandering aimlessly about Shanghai Street yesterday, and was taken into custody. When asked to identify the defendant admitted that he was a banishee. He said that he came back to Hongkong because he could not get work in the country.

The Inspector said that the defendant appeared to him to be a bit silly. The Magistrate: Yes, he looks a little unbalanced. I will remand him for a week. In the meantime he is to undergo observation in the jail.

DIPHTHERIA—HOW IT MAY BE AVOIDED.

Diphtheria is usually contracted when the child has a cold. The cold prepares the child's system for the reception and development of the diphtheria germs. When there are cases of diphtheria in the neighbourhood children that have colds should be kept at home and off the street until recovered. Give them Chamberlain's Cough Remedy and they will not have to remain at home long. It also cleanses the culture beds, which form in a child's throat when it has a cold, and minimizes the risk of contracting infectious diseases. For sale by all Chemists and Storekeepers.

TOO MANY STREET STALLS.

POLICE OBJECTIONS.

MAGISTRATE REFUSES A LICENCE.

A Chinese who was this morning charged before Magistrate Orme with unlawfully holding a fruit stall in West Point without a licence, said that he was only looking after the stall for his wife to whom it belonged.

Sergeant James said that he was in the charge room when the defendant was brought in. The defendant did not produce any licence.

The defendant: Oh yes, my wife produced her licence.

Sergeant James: She did not. She only bailed the defendant out.

The Magistrate: What is the objection in such cases? Inspector Caygill: It is to prevent two stalls from being run on one licence. It is a very common dodge. Every time an unlicensed hawk is arrested some one else turns up and, producing a licence, claims the stall and alleges that he had placed the other in charge during his absence.

The Magistrate (to the defendant): You have no right to hawk on your wife's licence. I fine you \$3 or seven days' hard labour.

Later the defendant appeared in Court and asked the Magistrate to grant him a licence.

The Magistrate: If your wife is agreeable, you can have her licence transferred to you.

The defendant: No, I want a licence for myself.

Inspector Willis objected. He said that one licence was good enough for the two of them.

The Magistrate: There are too many stalls on the streets already. Besides I think two licences in one family is too much. I cannot grant your application.

GRAFTING NERVES.

WAR SURGERY.

RE-FORMING USELESS LIMBS.

The lessons which the medical profession learned in the war are so numerous that we are only now beginning to perceive how different our standpoint from that of 1914, says the Times. Not the least striking advance was made in the study of injuries of the nervous system, so that both doctors and laymen have reason to be grateful to the Medical Research Council for the admirable "first report" on this matter which it has just published. It is true that had the Council, under the inspiring guidance of Sir Walter Fletcher, not determined at an early date to preserve the new knowledge in a form useful to future generations, much of the work done would have been robbed of its full value.

The Committee upon injuries of the nervous system was presided over by Dr. Fancourt Buzzard, and included Dr. Henry Head, whose work on sensibility has made his school, the London Hospital, famous all over the world. That in itself, secured that the conclusion arrived at must be of special interest. These conclusions are of a highly technical character. The position was studied in respect of every nerve and the best ways of restoring functions after nerve injury were considered in all their bearings. The conclusion of the matter is that there must be close co-operation in treatment between a surgeon, masseur, and patient. It is not only a question of operation. It is also a question of after care.

In an interesting addendum the Committee state that a further examination of patients on whom nerve-grafting was practised has shown "more successful results than previous experience had justified any hope for." In one case, where a gap of 3 1/2 in. existed in one of the nerves of the arm, a piece of nerve was taken from another trunk in the same limb and the gap thus filled. At the end of 39 months two muscles supplied by the "mended" nerve were "acting forcibly." Other muscles could act to a lesser extent and the sensibility of the arm had been restored.

In this same case another nerve of the arm had been severed, and joined by a piece taken from the sciatic nerve of the leg—this nerve did not recover so well. The main artery had also been injured and ligatured, but the circulation had been made good by other channels. "From the point of view of function," the note says, "the recovery in the limb as a whole was excellent. In estimating this unusually good result full allowance must be made for the fact that a very exceptional amount of care had been bestowed on the limb. Great pains had been taken not only in postural and nutritional treatment but in the re-education of movement. Further, the patient himself had given the most willing and intelligent co-operation."

Nerve-grafting is a difficult operation and the Committee urge that it should not be employed except when it has been found impossible to bring about direct approximation of the severed ends of the nerve. The report contains a vast amount of detailed information regarding methods of operation, methods of after-treatment, and methods of re-education.

RIVETLESS CARGO SHIPS.

3,800-TON VESSEL DESIGNED.

PRACTICAL WELDING SYSTEM.

The merits of rivetless vessels have been much discussed, and English builders not long ago launched a 5,000-ton rivetless steamer. It remains for American engineers to declare the welding system, which does away with rivets, is practical for large ships, says the Marine Journal of New York.

Mr. J. S. Dudley, research engineer, and Mr. L. L. Holladay, electrical engineer of the Merchant Shipbuilding Corporation, owners of yards at Harman and Chester, on the Delaware, announce that they have completed designs for an 8,500-ton Emergency Fleet type freighter, to be built without rivets. The hull will be 401 feet long and 54 feet moulded breadth, with a displacement of 12,231 tons. Mr. Holladay describes the ship as follows:—

"The hull is electric welded throughout, and therefore wholly without rivets in its construction. In addition to certain beams, keel, keelsons &c., running longitudinally, the bottom shell plating, sheer strakes and deck plating run longitudinally; however, the side shell plating, top plates to double bottom and bulkhead plates run transversely or vertically. All plates are abutted without lapping straps or angles and then are welded with a joint 95 to 100 per cent. as strong as the abutting steel members; which results in the elimination of all overlapping steel in plating, liners, angle irons for joining structural parts, stapling and rivets."

"As this material was added originally only incidentally or unavoidably, and for no purposes of strength or stiffness, therefore none or only minor compensation need be made for its removal. We may, therefore, expect a saving of steel due to elimination about as follows:—

Overlapping of plates at points 54 or 160 tons
Angle irons uniting structural parts, stapling &c. 7 or 203 tons
Liners 1 or 29 tons
Rivet heads 2 or 58 tons

Total 154 or 450 tons

The thickness of shell plates remains the same as in the standard riveted ship, notwithstanding the efficiency of the welded joint is 95 per cent., whereas the efficiency of the riveted joint averages only about 70 per cent. This course is conservative, and possibly preferable, until experience has demonstrated that thinner plates may be used with safety. The largest commercial sizes of plates are used to reduce the amount of welding to a minimum and keep strength up to a maximum.

"In order to enable welders to work with the greatest ease, speed, efficiency and reliability, a maximum of welding is to be done on a flat horizontal surface, a minimum on a vertical surface and over head welding is practically excluded. Owing to the elimination of about 450 tons of useless metal in the hull, the initial cost of material will be reduced accordingly. By the substitution of electric welding for riveting a great deal of labour will be saved, as follows:—Mould loft work, laying out of shapes and plates, transportation and handling of steel considerably reduced, and punching, reaming, drilling, riveting and caulking eliminated."

"By increasing the thickness of plates by about 15 per cent. to make up for the steel eliminated, and considering a welded joint has an efficiency of 95 per cent. against 75 per cent. for a riveted joint, the electric welded ship will be 45 per cent. stronger than the riveted ship for exactly the same weight, or this excess may be set up against any fancied weakness in the welded ship. To sum up, the electric welded ship will contain about 15 per cent. less steel, will take 40 per cent. less labour, will take 25 per cent. less time for construction, will take 2 per cent. less power for propulsion, will be cheaper to maintain, and be of 5 per cent. greater capacity."

"The outstanding and unquestionable net gain of such a welded ship over its counterpart assembled by riveting is the increase in cargo-carrying capacity of more than 500 tons, which, when translated into earnings, represents little less than a revolution in shipbuilding and ship transportation."

ABOUT BABY'S WEIGHT.

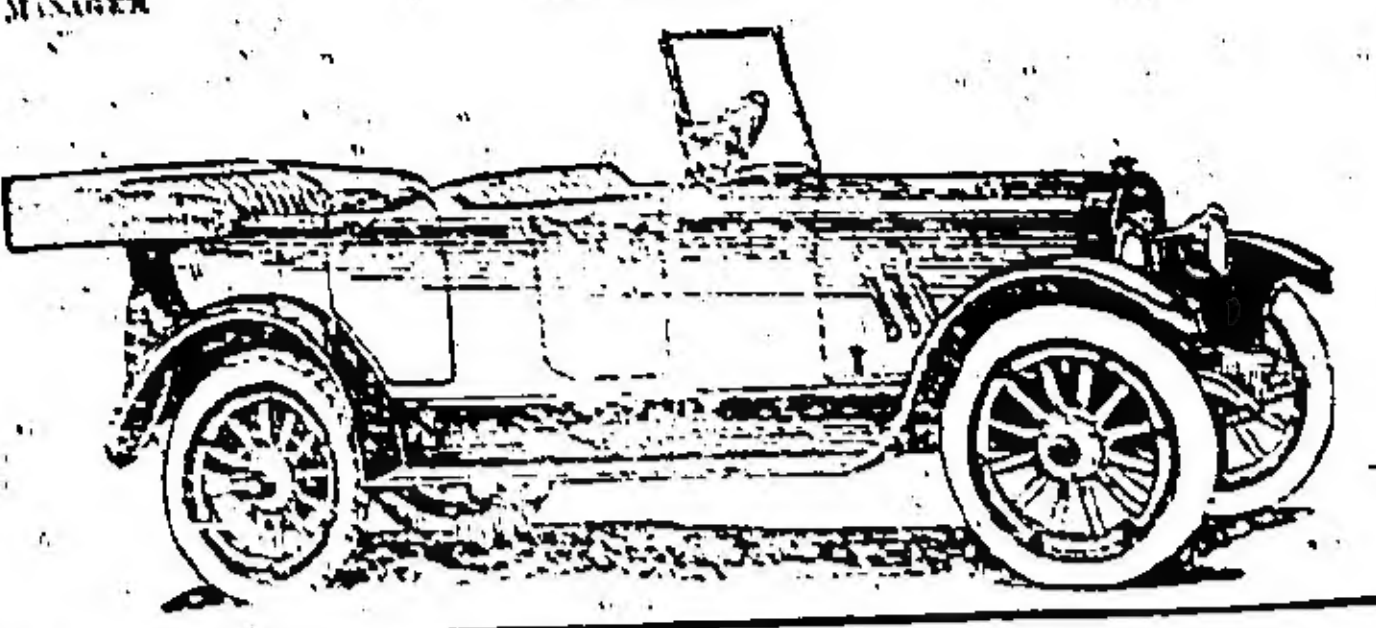
Healthy babies should steadily increase in weight. When baby is not doing this there is something wrong, as was the case with the child of Mrs. Thomas Lawrence, a Canadian lady living at Collingwood, Ontario.

"My baby has been very delicate ever since she was three weeks old," writes Mrs. Lawrence. "She had indigestion, and although she had a voracious appetite her food did not do her any good, and she grew thin and thin." She would scream with the pain in her stomach, and as she was also troubled with constipation, we were at times afraid we should lose her. I tried several medicines for her but they did no good. Then I tried Baby's Own Tablets, and her digestion improved. Now food does her good, and she is growing plump. I think the Tablets are a fine medicine for a child."

Baby's Own Tablets are obtainable from chemists, also at 60 cents the box from Dr. Williams' Medicine Co., 90 Stephen Road, Shanghai.

MERCURY MOTOR CAR CO.

59-61 Des Voeux Road Central, HONGKONG.



TO-DAY'S CABLES.

(Reuter's Service to the China Mail.)

LEAGUE OF NATIONS.

PREPARATIONS FOR FIRST SESSION OF THE ASSEMBLY.

TWELVE NEW MEMBERS.

LONDON, October 7.

Great preparations are being made for the first session of the Assembly of the League of Nations meeting at Geneva in November. Work is in progress on the Palais des Nations, the newly acquired headquarters of the League on the shores of the lake. Missions of the 41 States now forming the League, together with their staffs, will number a thousand persons, while twelve fresh small States are seeking admission to the League.

OILS AND FATS TRADE.

PRECAUTIONS TO PREVENT A MONOPOLY.

LONDON, October 6.

The report of the Profiteering Sub-Committee in connection with the oils and fats trade finds that no monopoly exists, but with a view to preventing this possibility the report advocates the establishment of a committee of traders and Government officials for the purpose of fixing the maximum profits, those in excess of the maximum being handed over to the Government.

MESOPOTAMIA.

LATEST WAR OFFICE COMMUNIQUE.

LONDON, October 6.

A War Office communique announces that with the exception of a few sick, all the women and children from Karind have reached Bagdad. General Ironside has arrived at Karvin to take over the command of the forces in north-west Persia.

IRISH PROBLEM.

PREMIER REPLIES TO MR. ASQUITH'S SUGGESTION.

"IMPOSSIBLE FINANCIAL POSITION."

LONDON, October 7.

What amounts to a reply to Mr. Asquith's Dominion Home Rule suggestions for Ireland is contained in an interview with Mr. Lloyd George by Mr. Harold Spender published in the *Lloyd-George Liberal Magazine*.

The Premier pointed out that unless the Asquithian Liberals intend to give Ireland full control of military and naval affairs their proposal ceases to be Dominion Home Rule in the sense in which that phrase is accepted throughout the Empire and term becomes a form of deception. As regards the feasibility of giving Ireland complete control of her own taxation, the Premier declared that the giving of this control would amount to Ireland being let off her share of the war debt, which would mean that the English working man might pay 8s. a pound for tobacco, whilst the Irish working man would pay only 6d.

PRIVILEGED IN TAXATION.

The Premier queried whether the British people would agree that Irishmen should have special privileges with regard to taxation resulting from the war, but if someone entitled to speak on behalf of Ireland stated that they were prepared to take a fair share of Ireland's obligations that would be a different matter. "But if we are told, give us the customs, excise and income tax and we are to receive no guarantee of any kind in return, then you place Britain in an impossible financial position, and Ireland would become a privileged country. We would still remain responsible for her defence to posterity and yet she would no longer pay 'Scot and lot'."

The Premier continued: "We cannot cut the painter of Dominion policy as now put forward. It would leave us in a terrible position."

The Premier pointed out that under the Liberal policy Ulster would have to be most seriously coerced. He did not believe that the Liberals really imagined they could carry Dominion Home Rule even if they had a majority in the House of Commons.

GERMAN REPARATIONS.

IMPORTANT ACTION TAKEN BY FRENCH.

DIRECT NEGOTIATION.

LONDON, October 7.

A telegram from Paris says the Government has decided to settle the question of the reparations due to France under the Peace Treaty by direct negotiations with Germany, later submitting a scheme for the Allies' approval. If this plan is carried out it is believed it will make the pending Geneva Conference unnecessary. The importance of this first act of German grace if successful and if the spirit is continued cannot be over estimated. As regards its influence upon the whole financial situation, the hope is expressed in Paris that the action will bring back Germany into the community of nations. It is signalled as personal triumph for M. Millerand upon his entry to the Elysee.

ARMENIA MENACED.

TURKISH NATIONALISTS THREATEN HER EXISTENCE.

SERIOUS SITUATION.

LONDON, October 7.

The Times correspondent at Constantinople states that the situation on the Armenian border is unquestionably serious. The Turks have captured Serikani and Soghanli. The Armenians are being simultaneously attacked on the eastern border with a view to stopping reinforcements going westward. A Nationalist communique from Trebizond declares that the march on Batumi has been abandoned and the troops, consisting of Turkish regulars who were advancing in three columns, are now on the march within a month and so open the Road to Azerbaijan. The Armenians have protested to President Wilson, also, it is believed, to the Entente.

LIQUOR CONFISCATED.

NO PERMIT.

INDIAN SOLDIER FINED.

Gunner Milka Singh, of the H.K. & S. R.G.A., was this morning charged before Magistrate Dyer Ball with unlawfully bringing into the Colony three bottles of brandy without a permit.

Revenue Officer Kelly, who prosecuted, said that the defendant was seen by a Revenue Officer landing with the bottles hidden under his loin cloth. When questioned, the defendant said that he bought the brandy from the boatwain of the s.s. "Hoisang," and was unaware that a permit was required to bring it ashore. To prove his statement, the defendant took the Revenue Officer on board the "Hoisang," but the boatwain was not to be found. However, the defendant took the Revenue Officer to the place where the boatwain kept the brandy, and there 17 other bottles of liquor were discovered. These were brought ashore.

The defendant's officer, who was present in Court, said that when questioned this morning, the defendant gave an entirely different story. The defendant, added the officer, had a very good record during his four years' service.

Revenue Officer Kelly said that he did not wish to press the charge against the defendant, as he had given the Revenue Officer every assistance in his power. It was through the defendant that the other bottles of liquor were discovered. The Magistrate imposed a fine of \$20, and ordered the confiscation of the liquor found in the defendant's possession.

Revenue Officer Kelly applied for the confiscation also of four bottles of "square" gin, seven bottles of brandy, three bottles of whisky and two bottles of another brand of gin which were found on board the ship. The Magistrate granted the application.

CRICKET.

INTERPORT TRIAL MATCH.

THE TEAMS SELECTED.

The following teams have been selected for a trial match to be played on the Hongkong Club Ground on Monday next, October 11, commencing at 10.15 a.m.:

Mr. Hancock's Team.—R. Hancock, Capt. Davies, Capt. Oliver, T. E. Pearce, Major Edwards, G. R. Sayer, Lt. Franks R.N., Major Middlemass, E. B. Reed, A. E. Wood, and R. L. D. Woodhouse.

Mr. Turner's team.—W. C. D. Turner, Capt. Gray, C. Blaker, Capt. Spinks, J. Stalker, Col. Bowen, Major Bagnall, R. E. O. Bird, J. P. Braga, Capt. Harris, Lt. Hammond, Lt. Bevan, F. J. de Rome, Lt. Graham, and J. R. Farthing.

LATEST SHIPPING NEWS.

ARRIVALS.

The s.s. "Shantung," Captain E. Monkman, 1,568 tons, arrived this morning at 7 a.m., from Shanghai with 520 tons of general cargo and 29 bags of mail.

The s.s. "Yeforfu Maru," Capt. E. Takiguchi, 3,024 tons, arrived this morning at 7.30 a.m. from Moji with 438 tons of general cargo.

The s.s. "Sai o Maru," Capt. Ichii, 2,757 tons, arrived this morning at 7.45 a.m. from Moji with 894 tons of general cargo.

DEPARTURES.

The s.s. "Hailong," Capt. Thomson, sailed for Foochow via Swatow at 2 p.m. to-day with 500 tons of general cargo.

The s.s. "Chakrang," Captain Courtney, sailed for Calcutta via Singapore at 3 p.m. to-day with 900 tons of general cargo.

The s.s. "Huichow," Capt. Lovegrove, sailed for Tientsin via Weihaiwei at noon to-day with 900 tons of general cargo.

The s.s. "Haimun," Captain Page, sailed for Haiphong via Hoihow at 11 a.m. to-day with 350 tons of general cargo.

QUERANCES.

The s.s. "Yeforfu Maru," Jap., cleared to-day and will sail for Bombay via Singapore at noon to-morrow.

The s.s. "City of Dunkirk," British, cleared to-day and will sail for New York via Manila and Singapore at 6 a.m. to-morrow.

The s.s. "Porhos," French, cleared to-day and will sail for Yokohama via Shanghai at 7 a.m. to-morrow.

Two of the West River steamers "Taiming" and "Kochow" will resume their ordinary sailings to Samshui only on Sunday and Monday, respectively.

LIFE DE LUXE.

LURE OF THE PACIFIC.

LIFE ONE LONG DAY DREAM.

Persons possessing £400 who like the idyllic life in the tropics where winter is unknown can spend the remainder of their lives in the Marquesas Islands in the Pacific Ocean. Here they need only work two hours a day to catch fish and pick bananas and spend the remainder of the day watching the sky-blue sea wash lazily over the golden sands. The money would be required to pay a second-class passage from one of the Pacific Coast ports, with outfit, and the balance to purchase fertile land at \$8. an acre.

The Marquesas are of volcanic origin and mountainous. They are under the French Republic, and the Commissioner lives at Taiohae, the chief town, which is on the islands of Nukawa. There were 4,300 inhabitants in the Islands when the census was taken in 1900, but the natives, who are Christians, have dwindled away since then. There are 3800 square miles in the thirteen islands which compose the Marquesas group. The chief products are tropical fruits, copra, and mother of pearl. The landing is difficult, as the shore goes up like a wall from the sea.

Passengers arriving from the Pacific say that the climate of the Marquesas is ideal and that life there is one long day dream, with no disturbing element beyond the silver-tongued notes of the birds at sunset.

THE SUMMIT OF CHEEK.

A MODEST APPLICATION.

HUMOURS OF NON-CO-OPERATION.

The *Pioneer* writes:—In most countries the idea of persons asking for concessions from a State railway to facilitate their attendance at a meeting called to consider the question of paralysing the Government would appear incredible. The Congress organisers in the Punjab, however, appear to have requested the North-Western Railway to arrange that the charges, amounting to nearly Rs. 5,000, on a special train for delegates to attend the meeting on non-co-operation at Calcutta should be waived and they, no doubt, feel that they have a grievance because their modest application was not granted.

Chinese flags were much in evidence in town to-day in honour of the anniversary of the birth of Confucius.

The Hon. Bertrand Russell, F.R.S., M.A., late Lecturer and Fellow of Trinity College, his presumptive to the second Earl Russell, Viscount Amberley, is a passenger by the M.M. liner "Porhos," booked through to Shanghai. The Hon. Bertrand Russell is the author of works on philosophy and mathematics.

TO-DAY'S ADVERTISEMENTS.

MEETINGS FOR THE DEEPENING OF THE SPIRITUAL LIFE WILL BE HELD IN

St. ANDREW'S CHURCH, KOWLOON, October 10th to 13th.

SPEAKER: Rev. W. H. GRIFFITH THOMAS, M.A., D.D.

October 10, Sunday, 11 a.m. and 4 p.m.
"Monday," 11 a.m. and 4 p.m.
"Tuesday," 11 a.m. and 4 p.m.
A special service for men will be held in the Church Hall on WEDNESDAY, at 9 p.m.

A social invitation is extended to Christian friends of all denominations.

REPULSE BAY HOTEL.

SATURDAY, October 9th,
WEDNESDAY, October 13th,
SATURDAY, October 16th.

CABARET DINNERS DANCE.

MOWE & BELKOVITZ, Ballerina of the Warsaw Opera House, will appear in a number of Classic Dances.

Assisted by Mr. PAUL GREY, Famous Russian Ballerina.

There will be

NO CINEMA SHOW

at the

CLUB DE RECREIO.

to-night.

TO-DAYS ADVERTISEMENTS.

ROYAL HONGKONG GOLF CLUB.

BANK HOLIDAY, MONDAY, 11th October. There will be a Mixed Foursomes Competition in the afternoon on the Old Course, Fanning. Medal Play, Half combined handicaps, post entries. Players to arrange own match. Entrance fee \$1 each pair. Start at 1.30 p.m.

L. S. GREENHILL.

Hon. Secretary.

Hongkong, October 8, 1920.

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction, on

TUESDAY,

the 7th December, 1920, at 11 a.m., within the Chamber of Naval Depot, Kowloon,

H.M. TUG "ST. SAMPSON."

Length between perpendiculars 135 ft. 0 in.
Breadth, extreme 30 ft. 9 in.
Depth under side of 6 in. 18 ft. 7 in.
Bar keel to upper deck 10 ft. 0 in.
British Rules, Gross 451 ft. 0 in. Tons
Nominal Displacement 550 Tons
At mean draft 13 ft. 10 in.
Present mean draft 10 ft. 8 in.

(Where) Hongkong

When September, 1919

Built Hongkong & Whampoa Dock Co., Ltd.

Materials of Construction:—Wood, Fittings in Cabins, &c.
Iron, General, Fittings on Deck, &c.
Steel, Hull, Bulkheads, &c.
Decks, Forecastle, Upper and Lower.
A single screw steel steamer of I.H.P. 1800 fitted with internal electric lighting at 100 Volts.

Built under Lloyd's survey, 100 A.I. for towing purposes.

Port of Registry, Hongkong.
To be sold as she now lies at R.M. Dockyard, Hongkong. A detailed list of fittings to be sold with the Ship may be seen at the Offices of the Naval Store Officer, R.M. Dockyard Hongkong, and structural and other particulars can be obtained from the Chief Engineer, H.M. Dockyard, Hongkong.

The Vessel is now on view between the hours of 10.00 a.m. and 4.00 p.m. Inspection orders can be obtained on application to the undersigned.

On presenting inspection order to the Pier Master in the Dockyard the persons named thereon will be conveyed to and from the Ship. The Ship may not be boarded from a private boat.

HUGHES & HOUGH, By Appointment Auctioneers to the Admiralty.

Hongkong, Oct. 8, 1920.

STRUTHERS AND DIXON, INC.

NOTICE TO CONSIGNEES.

S.S. "WEST JENA" from SEATTLE.
S.S. "LORETTA" from BALTIMORE.

THE Steamship

"WEST JENA," having arrived from Seattle via ports on October 7th 1920 Consignees are hereby notified that their cargo is being landed at their risk into the Godowns and/or Extra-Hazardous Godowns of the Hongkong and Kowloon Wharf & Godown Co., Ltd. Kowloon and stored at Consignees' risk.

Consignees of Cargo per S.S. "LORETTA," from Baltimore are hereby notified that their cargo was transhipped at Kobe to the "WEST JENA."

Consignees of Cargo must produce an Import Permit signed by the Superintendent of Imports and Exports, Hongkong before Bills of Lading will be countersigned.

All broken, chafed and damaged cargo is to be left in the Godowns where it will be examined at 10 a.m. on Oct. 13th, 1920, by the Company's surveyors Messrs. Carmichael & Clarke.

All claims must be presented within ten days of the steamer's arrival here, after which they cannot be recognised. No claims will be recognised after the goods have left the Godowns and cargo undelivered on and after October 14th, 1920 will be subject to rent.

Consignees are requested to send in their Bills of Lading for countersignature immediately.

STRUTHERS & DIXON, INC., Agents.

1st floor, Powell's Building, 12, Des Voeux Road, Central. Hongkong, October 8, 1920.

NOTICES.

DUNVILLE'S WHISKY

SPECIAL LIQUEUR WHISKY

per \$29 case

"TWO CROWNS"

VERY OLD

SCOTCH WHISKY

per \$27 case

SOLE AGENTS:



LANE, CRAWFORD & CO.



COLUMBIA GRAFONOLA

THE SUPREME INSTRUMENT OF MUSIC

THE ANDERSON MUSIC CO., LTD.
(THE COLUMBIA SHOP)

THE BON TON

LADIES' TAILORS AND OUTFITTERS.

CHINESE PONGEE, CREPE AND OTHER
SILK AND PIECE GOODS, OUR SPECIALTY.

Main Store and Showrooms . . . 37, Queen's Road Central.
Tailoring Department . . . 1, 3, & 5, Chin Lung Street.

PHONE 928.

CABLE "BONTON."

PEPSODENT

TOOTH PASTE

FRESH STOCK JUST ARRIVED.

COLONIAL DISPENSARY.

14, Queen's Road Central.

Telephone No. 1877.

VICKERS'

LONDON DRY

AND

OLD TOM GINS.

THE TWO FAVOURITE LONDON GINS.

The Softness of the Water of London makes an Ideal Gin. Hence the Gins of J. & J. Vickers Company's London Distillery are noted for their Mellowness and Fine Flavour.

SOLE AGENTS:—

GANDE, PRICE & CO., LTD.
WINE AND SPIRIT MERCHANTS.

Tel. No. 125.

4, QUEEN'S ROAD, CENTRAL.

SHIPPING

HONGKONG, CANTON & MACAO STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD. AND THE CHINA NAVIGATION COMPANY, LIMITED

HONGKONG-CANTON LINE.

Sailings—To Canton daily at 8 a.m. (Sundays excepted) and 10 p.m.
From Canton daily at 8 a.m. (Sundays excepted) and 5 p.m.

SERVICE OF THE HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.
HONGKONG-MACAO LINE.

SAILINGS.

To Macao—daily at 8 a.m. and 5 p.m. (Sundays at 9 a.m.)
From Macao—daily at 8:30 a.m. and 5 p.m. (Mondays at 7 a.m.)
and 2 p.m. Sundays at 5 p.m. only.

Further information may be obtained at the COMPANY'S OFFICE, Hotel Macao, or from Messrs. THOS. COOK & SON, Booking Agents, Hongkong.

DODWELL & COMPANY, LTD.

STEAMSHIP SERVICE
NEW YORK AND BOSTON

S.S. "MUNCASTER" CASTLE ... Sailing at 10:00 a.m.

LLOYD TRIESTINO

FOR SHANGHAI.

S.S. "PERSIA"

About 15th November.

FOR BRINDISI, VENICE, TRIESTE, ETC.

TAKING CARGO ON THROUGH BILLS OF LADING
FOR LEVANT, BLACK SEA & DANUBE PORTS.
Via SINGAPORE, PENANG and COLOMBO.

S.S. "AFRICA"

About 15th November.

S.S. "PERSIA"

About 15th November.

Passengers' Luggage can be insured at the rate of 10/- per cent.

NANYO YUSEN KAISHA, Ltd.

(SOUTH SEA MAILS S.S. CO.)

Regular Service between

JAPAN, HONGKONG & JAVA

FOR JAPAN.

S.S. "HOKUTO MARU" ... to the 15th instant.

S.S. "HOKUTO MARU" ... to the 20th instant.

FOR JAVA.

S.S. "SAMARANG MARU" ... to the 15th instant.

OCEAN TRANSPORT Co., Ltd.

(TAIYO KAIYU KAISHA)

Steamship Services Trans-Pacific.

Also to Australia, Europe, etc.

NATAL LINE OF STEAMERS

TAKING CARGO ON THROUGH BILLS OF LADING FOR SOUTH AFRICAN PORTS with transshipment at CAPE TOWN in connection with the EAST-INDIA STEAM NAVIGATION CO., LTD. AND APCAL LINES.

For Freight on passage on any of the above Lines apply to—

DODWELL & CO., LTD., Agents.

E. H. ING & CO.

LARGE STOCK OF SHIPBUILDING MATERIALS.

viz. Steel Ship Plates, Angles and Bars.

Also Shipchandler Articles.

Telephone No. 1124. 22, Wing Woe Street, Canton.

O. S. K.

OSAKA SHOSHEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

LONDON, ANTWERP, ROTTERDAM & HAMBURG—Monthly direct service via Singapore and Port Said.

ARGON MARU—Monthly direct service via Singapore and Port Said.

Buenos Aires—Rio de Janeiro, Santos, Manzanillo, Durban and Cape Town via Singapore.

CANADA MARU (Taking Passengers)—Tuesday, 2nd November.

BOMBAY & COLOMBO—Regular fortnightly service via Suez.

SAIGON MARU—Sunday, 10th October.

BURMA MARU—Saturday, 10th October.

SAIGON, BANGKOK & SINGAPORE—Regular Monthly service.

SHISEN MARU—Monday, 1st November.

SYDNEY & MELBOURNE—Monthly service taking cargo to New Zealand and Pacific Islands.

VICTORIA, VANCOUVER, SEATTLE & TACOMA—Via Manila and Shanghai—Regular fortnightly service touching at intermediate ports in Japan and taking cargo to OVERLAND PORTS U.S. in connection with Chicago Milwaukee and St. Paul Railway.

ARIZONA MARU (Taking Passengers)—Tuesday, 12th October.

MANILA MARU (Taking Passengers)—Friday, 15th October.

Omit, Manila.

NEW YORK—Regular monthly service via Japan ports, San Francisco, Panama and Cuban Ports.

HAGUE MARU—Sunday, 7th November.

NEW ORLEANS LINE.

SUMATRA MARU—Beginning December.

JAPAN PORTS—Omit Yokohama—Call Shanghai.

HAVANA MARU—Monday, 15th October.

KEELUNG via SWATOW & AMOY—These steamers have excellent accommodation for 1st and 2nd class passengers and will arrive at and depart from the O.S.K. wharf near the Harbour Office.

KADO MARU—Sunday, 10th October.

TAKAO via SWATOW and AMOY.

SORU MARU—Saturday, 10th October.

For sailing dates and further particulars please apply to—

Y. YASUDA, Manager.

No. 1, Queen's Building.

Tel. No. 74 (and 745).

CHINA-AUSTRALIA MAIL S.S. LINE

For AUSTRALIAN PORTS via MANILA & SANDAKAN.

"VICTORIA" ... Sailing Oct. 9th.

"HWAH PING" ... Sailing Nov. 5th.

For Freight and Passengers apply to—

THE CHINA & AUSTRALIA S.S. CO., LTD.

Agents.

112, Despatch Road, Canton.

Telephone No. 2207.

SHIPPING

C. N. C.
CHINA NAVIGATION CO., LTD.

SAILING SUBJECT TO ALTERATION.

TO	DATE	TO	DATE
SWATOW AND SINGAPORE	Oct. 9, at Noon	SHANGHAI & TSINGTAO	Oct. 9, at Noon
SHANGHAI & TSINGTAO	Oct. 9, at Noon	SHANGHAI	Oct. 9, at 4 p.m.
HOIHOW, PAKHOI & HAIPHONG	Oct. 10, at 4 p.m.	SHANGHAI	Oct. 10, at 4 p.m.
SHANGHAI	Oct. 11, at Noon	SWATOW AND SINGAPORE	Oct. 11, at Noon
SWATOW AND SINGAPORE	Oct. 12, at 10 a.m.	SHANGHAI	Oct. 12, at 10 a.m.
SHANGHAI	Oct. 12, at 4 p.m.	SWATOW AND SINGAPORE	Oct. 12, at 4 p.m.
SHANGHAI AND TSINGTAO	Oct. 14, at Noon	SHANGHAI	Oct. 14, at Noon
SHANGHAI	Oct. 14, at 4 p.m.	SWATOW AND SINGAPORE	Oct. 14, at 4 p.m.
MANILA, CEBU & ILOILO	Oct. 19, at Noon	SHANGHAI	Oct. 19, at Noon

SHANGHAI LINE—PASSENGERS, MAIL and CARGO. Excellent accommodation and service. Electric Light and Fans in Saloon and State-rooms. Regular schedule service between Canton, Hongkong, Shanghai (twice weekly) and Tsingtao (weekly), taking cargo on through Bills of Lading to all European and Northern China Ports. Passengers are housed in Shanghai, avoiding the inconvenience of transshipment at Woosung.

BANGKOK LINE—Weekly service to and from Bangkok via Swatow.

For Freight or Passage apply to—

BUTTERFIELD & SWIRE, AGENTS.

Telephone No. 22.



Operating the following U.S. Shipping Board Steamers.

For SEATTLE, TACOMA, VICTORIA, VANCOUVER.

"ICORUM" ... About Oct. 12th.

"ALDRIDGE" ... About Oct. 29th.

"WHEATLAND" ... About Oct. 17th.

For PORTLAND.

"ABERDEEN" ... About Oct. 3rd.

For NEW YORK.

"ELDENA" ... About Oct. 15th.

"CITY OF JOLIET" ... About Nov. 15th.

Through Bills of Lading issued to Overland Common Points.

FOR FREIGHT AND PARTICULARS APPLY TO—

THE ADMIRAL LINE.

Telephone 2477 & 2478. Fifth Floor, Hotel Macao.

Agents.

5th Floor, Hotel Macao.

Telephone 2477 & 2478.

Agents.

5th Floor, Hotel Macao.

Telephone 2477 & 2478.

Agents.

5th Floor, Hotel Macao.

Telephone 2477 & 2478.

Agents.

5th Floor, Hotel Macao.

Telephone 2477 & 2478.

Agents.

5th Floor, Hotel Macao.

Telephone 2477 & 2478.

Agents.

5th Floor, Hotel Macao.

Telephone 2477 & 2478.

Agents.

5th Floor, Hotel Macao.

Telephone 2477 & 2478.

Agents.

5th Floor, Hotel Macao.

Telephone 2477 & 2478.

Agents.

5th Floor, Hotel Macao.

Telephone 2477 & 2478.

Agents.

5th Floor, Hotel Macao.

Telephone 2477 & 2478.

Agents.

5th Floor, Hotel Macao.

Telephone 2477 & 2478.

Agents.

5th Floor, Hotel Macao.

Telephone 2477 & 2478.

Agents.

5th Floor, Hotel Macao.

Telephone 2477 & 2478.

Agents.

5th Floor, Hotel Macao.

Telephone 2477 & 2478.

Agents.

5th Floor, Hotel Macao.

Telephone 2477 & 2478.

Agents.

5th Floor, Hotel Macao.

Telephone 2477 & 2478.

Agents.

5th Floor, Hotel Macao.

Telephone 2477 & 2478.

Agents.

5th Floor, Hotel Macao.

Telephone 2477 & 2478.

Agents.

5th Floor, Hotel Macao.

Telephone 2477 & 2478.

Agents.

5th Floor, Hotel Macao.

Telephone 2477 & 2478.

Agents.

5th Floor, Hotel Macao.

Telephone 2477 & 2478.

Agents.

5th Floor, Hotel Macao.

Telephone 2477 & 2478.

Agents.

5th Floor, Hotel Macao.

Telephone 2477 & 2478.

Agents.

5th Floor, Hotel Macao.

Telephone 2477 & 2478.

Agents.

5th Floor, Hotel Macao.

SHIPPING

C. P. O. S.
HONGKONG to VANCOUVER

(via Shanghai, Nagasaki, (Moji) Kobe & Yokohama)

From

STEAMERS

HONGKONG VANCOUVER

Empress of Russia ... Oct. 21 ... Nov. 8

Empress of Japan ... Oct. 28 ... Nov. 19

Empress of Asia ... Nov. 9 ... Nov. 30

Empress of Russia ... Nov. 18 ... Dec. 8

Empress of Japan ... Dec. 16 ... Jan. 3

Empress of Asia ... Dec. 31 ... Jan. 24

Empress of Japan ... Jan. 13 ... Jan. 31

Empress of Russia ... Jan. 19 ... Feb. 9

Empress of Asia ... Feb. 10 ... Feb. 23

Empress of Japan ... Mar. 15 ... Apr. 3

Empress of Russia ... Mar. 31 ... Apr. 18

Passengers to Europe are strongly urged to determine the exact date of the Atlantic sailing before departure from the Orient. The conditions on the Atlantic are as suggested as on the Pacific. Atlantic mailboats can be arranged by cable or letter for all passengers to Europe, whether or not enroute to the Pacific via Alaska, Canada, or Europe. Frequent sailings directed to Liverpool, London and Glasgow. Frequent sailings directed to London, Liverpool and Glasgow. Frequent sailings directed to London, Liverpool and Glasgow.

For Fare and other information please apply to

HONGKONG OFFICE.

Telephone No. 22. Cable address: CANADIAN PACIFIC.

CANADIAN PACIFIC

OCEAN SERVICES

Agents.

5th Floor, Hotel Macao.

Telephone 2477 & 2478.

Agents.

5th Floor, Hotel Macao.

Telephone 2477 & 2478.

Agents.

5th Floor, Hotel Macao.

Telephone 2477 & 2478.

Agents.

5th Floor, Hotel Macao.

Telephone 2477 & 2478.

Agents.

5th Floor, Hotel Macao.

Telephone 2477 & 2478.

Agents.

5th Floor, Hotel Macao.

Telephone 2477 & 2478.

Agents.

5th Floor, Hotel Macao.

Telephone 2477 & 2478.

Agents.

5th Floor, Hotel Macao.

Telephone 2477 & 2478.

Agents.

5th Floor, Hotel Macao.

Telephone 2477 & 2478.

Agents.

5th Floor, Hotel Macao.

Telephone 2477 & 2478.

Agents.

5th Floor, Hotel Macao.

Telephone 2477 & 2478.

Agents.

5th Floor, Hotel Macao.

Telephone 2477 & 2478.

Agents.

5th Floor, Hotel Macao.

Telephone 2477 & 2478.

Agents.

P. & O.-BRITISH INDIA APCAR AND EASTERN & AUSTRALIAN LINES

(COMPANIES incorporated in ENGLAND).
MAIL AND PASSENGER SERVICES
STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF, WEST
INDIES, MAURITIUS, EAST AND SOUTH AFRICA, AUSTRALASIA.
INCLUDING NEW ZEALAND AND QUEENSLAND PORTS, RED
SEA, EGYPT, EUROPE, &c.

PENINSULAR & ORIENTAL SAILINGS (South)

S. S.	Tons	From	Destination
"NANKIN"	6,900	10th Oct. at 10 a.m.	Singapore, Penang, Colombo, Port Said, Gibraltar, Mar- seilles & London.
"D'NEER"	5,400	15th Oct.	Singapore, Colombo & Bombay.
"KASHGAR"	5,900	22nd Oct.	Marseilles, London & A.werp.
"SIVA RA"	5,200	29th Oct.	Marseilles, London & A.werp.
"NELLORE"	6,335	5th Nov.	Do.
"SOMALI"	6,112	12th Nov.	Do.
"DEVANHA"	6,100	19th Nov.	Do.
"SICILIA"	6,762	26th Nov.	Do.
"PLASSY"	7,145	3rd Dec.	Do.

BRITISH INDIA-APCAR SAILINGS (South)

"GREGORY APCAR"	4,800	13th Oct.	Straits, Rangoon and Calcutta.
-----------------	-------	-----------	-----------------------------------

EASTERN & AUSTRALIAN SAILINGS (South)

"EASTERN"	4,000	1st Nov.	Thursday Island, Cairns, Townsville, Brisbane, Sydney, and Melbourne.
-----------	-------	----------	---

SAILINGS TO SHANGHAI & JAPAN

"NOFARA"	5,500	15th Oct.	Shanghai and Japan direct.
"EASTERN"	4,000	14th Oct.	Shanghai and Japan.
"TAKADA"	7,000	21st Oct.	Shanghai and Japan.
"NELLORE"	6,000	21st Oct.	Shanghai and Japan.
"DILWARA"	5,400	30th Oct.	Shanghai and Japan.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.
Tickets Interchangeable.
1st Saloon Passengers may travel by B.I.S.N. Company's steamers between
Singapore and Calcutta or Singapore and Madras in lieu of the portion of
their P. & O. Tickets Singapore to Colombo.
All Cabins are fitted with Electric Fans free of charge.
Steamers and sailing dates are liable to be cancelled or altered without notice.
Parcels Measuring not more than 24 ft. x 2 ft. x 1 ft. will be received at the
Company's Office up to noon on the day previous to sailing.

NOTICE TO CONSIGNEES
Consignees are reminded of the necessity to apply to the Company's Agents
regarding arrival of consignments expected of which they have received documents
or advice.
Any damaged packages must be left in the Godowns for examination by the
Company's Surveyors, Messrs. Goddard and Douglas, at 10 a.m.
on MONDAYS and THURSDAYS. All claims must be presented within ten days
of the steamer's arrival here, after which date they cannot be recognised. No
claims will be admitted after the goods have left the Godown.
For Further Information, Passage Fares, Freight, and books, etc., apply to
MACKINNON, MACKENZIE & CO.,
22, Des Voeux Road Central, HONGKONG.

N. Y. K.

NIPPON YUSEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

SEATTLE & VICTORIA via Manila, Shanghai & Japan

Cargo to Overland Points U. S. in connection with Great Northern, Northern
Pacific, and Chicago, Milwaukee & St. Paul Railways.

TAJIMA MARU (Unit. Shanghai)	Thursday, 14th Oct., at 11 a.m.
TOYAMA MARU	Monday, 18th Nov., at 11 a.m.
TOYOHASHI MARU	Friday, 22nd Nov., at 11 a.m.
FUSHIMI MARU (Unit. Manila)	Tuesday, 14th Dec., at 11 a.m.

LONDON & ANTWERP via Singapore, Malacca, Penang,

Colombo, Suez, Port Said & Marseilles.

SHIMIZU MARU	Monday, 18th Oct., at Noon.
SADO MARU	Friday, 29th Oct., at Noon.

HAMBURG, LONDON & ROTTERDAM via Suez.

DAKAR MARU Sailing from Yokohama... Saturday, 16th October.

LIVERPOOL & MARSEILLES via Singapore, Colombo

Suez and Port Said.

SYDNEY & MELBOURNE via Manila, Zamboanga, Thursday

Island, Townsville & Brisbane.

NIKKO MARU	Wednesday, 20th Oct., at 11 a.m.
AKI MARU	Wednesday, 17th Nov., at 11 a.m.

NEW YORK via Suez.

MOROKA MARU... Tuesday, 12th October.

SOUTH AMERICAN PORTS via Cape.

TOYA MARU... Sailing from Singapore... Sunday, 17th October.

BOMBAY & COLOMBO via Singapore.

YETOROFU MARU... Friday, 8th October.

CALCUTTA & RANGOON via Singapore & Penang.

TOMIURA MARU... Saturday, 9th October.

JAPAN PORTS—Nagasaki, Kobe & Yokohama.

AKI MARU... Saturday, 16th October, at 11 a.m.

SHANGHAI, KOBE & YOKOHAMA.

KAMAKURA MARU... Saturday, 9th October.

SAKURADA MARU... Saturday, 16th October.

TERUSHI MARU... Wednesday, 20th October.

INABA MARU... Thursday, 21st October, at 11 a.m.

For further information apply to—
NIPPON YUSEN KAISHA
S. YASUDA, Manager.

No. 291 & 292

SHIPPING.

FOR BOSTON & OR NEW YORK
PRINCE LINE FAR EAST SERVICE.

For BOSTON & NEW YORK.
S.S. "CELTIC PRINCE" via Panama Canal on or
about 18th October.
Steamers proceed via SUEZ CANAL or PANAMA
CANAL at Owners' option.
For freight and further particulars, apply to:
SEHWAN, TOMES & CO.,
Agents.

T. K. K. TOYO KISEN KAISHA

HONGKONG TO SAN FRANCISCO.
VIA SHANGHAI, THE INLAND SEA, JAPAN & HONOLULU.
"THE PATHWAY OF THE SUN."

STEAMERS.	Tons	LEAVES HONGKONG.
SIBERIA MARU	20,000	Oct. 12th.
TENYO MARU	22,000	Oct. 25th.
SEIYO MARU	22,000	Nov. 2nd.
PERSIA MARU	20,000	Dec. 2nd.
KOREA MARU	20,000	Dec. 17th.

Calling at Shanghai. Calling at Keelung.

SOUTH AMERICAN LINE HONGKONG TO VALPARAISO.

VIA JAPAN, HONOLULU, HILO, SAN FRANCISCO, SAN PEDRO,
SALINA CRUZ, BALBOA, CALLAO, MOLLENDU, ARICA & IQUIQUE.
THENCE BY TRANS-ANDIN ROUTE TO BUENOS AIRES.

STEAMERS.	Tons	LEAVES HONGKONG.
SEIYO MARU	14,000	Nov. 9th.
"KUYO MARU"	13,500	Dec. 9th.
KITO MARU	17,500	Jan. 10th. 1921

Cargo only.
For full information regarding passengers, freight and sailing,
apply to—
King's Building. Y. TSUTSUMI, Manager.
Agents at Canton: Tel. Nos. 2374 & 2375.
Messrs. T. E. GRIFFITH, LTD.

THE EAST ASIATIC CO., LTD., COPENHAGEN.

M. S. "PANAMA"

will be loading about the middle of October, for
Copenhagen taking cargo on through Bills of
Lading to Scandinavian and Baltic destina-
tions at Conference Rates.

For space and particulars please apply to—
THORESEN & CO.,
Agents.

HORLICK'S MALTED MILK

Pure full cream milk enriched with choice malted
barley and wheat in perfect form. Keeps indefinitely.

THE FOOD DRINK FOR ALL AGES.



A refreshing and sustaining beverage, ready in an
instant by the addition of hot or cold water
only. No cooking. Nourishing and convenient.

SOLD BY ALL CHEMISTS AND STORES.
HORLICK'S MALTED MILK COMPANY,
SLOUGH, BUCKS, ENGLAND.

NOTICE.

We can supply the Best Steaming Coal on Short Notice
for Ships and Local Consumers.

Satisfaction Guaranteed.

A TRIAL ORDER WILL CONVINCE YOU.

SANG KEE & CO.,
No. 78, Des Voeux Road Central.

Cable Add. "SANGKEE." Tel. No. 3420.

THE KWONG HIP LUNG CO., LTD.

ENGINEERS and SHIPBUILDERS, BOILER-MAKERS, BRASS and IRON
FOUNDERS. All work done in this establishment is guaranteed. We have
over thirty years' experience. We own two slipways and can accommodate any craft
of 300 feet long.

Town Office: 64, CONNAUGHT ROAD CENTRAL, HONGKONG. Telephone No. 456.
Shipyard: Shum-Sai-Po, Kowloon, Hongkong. Telephone No. 2.
Estimates furnished on application.

Hongkong, April 4, 1912.

NOTICES TO CONSIGNEES.

NOTICE TO CONSIGNEES.

THE Steamship

"AFRICA"

From TRIESTE, VENICE, PORT
SAID, COLOMBO, PENANG
and SINGAPORE.

CONSIGNEES of Cargo are hereby
informed that all Goods are
being landed at their risk into the God-
downs of the Hongkong and Kowloon
Wharf and Godown Company, Ltd.,
at Kowloon, whence and/or from the
wharves delivery may be obtained.

Optional Cargo will be forwarded
unless notice to the contrary be given
before.

No claims will be admitted after the
Goods have left the Godowns, and all
Goods remaining undelivered after the
18th inst. will be subject to rent.

All claims against the steamer must
be presented to the Underwriter on or
before the 18th inst. or they will
not be recognized.

All broken, chafed and damaged
Goods are to be left in the Godowns
where they will be examined on the
8th inst. at 10 a.m.

No Fire Insurance has been effected.
Bills of Lading will be countersigned
by

DODWELL & Co., Ltd.

Hongkong, October 3, 1920.



MITSUBISHI SHOJI KAISHA, LTD.

(Mitsubishi Trading Co., Ltd.)

COAL, GENERAL IMPORTS and
EXPORTS.

SOLE PROPRIETORS OF
TAKASHIMA, OCHI MUTARI,
KISHIDA, YOSHINO, ABE,
HOJO, NAKAMURA, SATO, SHIN-
NEW, KAWADA, HIRAI, SAMIYA,
MADA, and OTSUKI.

AGENTS FOR SAKITO COAL

Head Office:—TOKYO

Branches and
Representatives:—

Nagasaki, Karatsu, Wakamatsu, Meli,
Kure, Kobe, Osaka, Tsuoka, Nagoya,
Yokohama, Tokyo, Hakodate, Muroran,
Otsu, Vladivostok, Peking, Tientsin,
Dairen, Kiangsu, Tientsin, Hankow,
Shanghai, Hongkong, Canton, Manila,
Singapore, Soerabaya, London, Paris,
New York and Seattle.

Cable Address:—IWASAKI-SAL

Codes:—A. I. A. B. C. 5th Ed.

Western Union and Bondary.

Agents for: The Mitsubishi Marine &
Fire Insurance Co.

The Osaka Marine &
Fire Insurance Co.

Particulars, apply to—
S. KOMURA, Manager
No. 14, PRINCE STREET, HONGKONG.

SHIPS' STORES.

Hardware, Metals, Paints
and Oils.

Full Lines of Shipchandlery
Supplies.

KWONG SANG & CO.,

Established in 1868.

57, 58 & 59 Connaught Road Central.

Tel. Nos. Office 2554 & 2555.

Godowns 756.

A KWAI & CO

18 & 19, COLLETT ROAD CENTRAL, HONGKONG.

"NAVY CONTRACTORS"

Ship Chandlery, Coal Merchants,
Sail-Makers, General Storekeepers.

AND
Soap and Soda Manufacturers.

Cable Add. "AKWAI." Tel. No. 1242.

SHIPBUILDERS.

SHIP REPAIRERS.

BOILER MAKERS.

FORGE MASTERS.

OXY-ACETYLENE, AND

ELECTRIC WELDERS.

MECHANICAL, AND

ELECTRICAL

ENGINEERS.

TEL ADDRESS: "TAIKOO DOCK," HONGKONG.

TELEPHONE No. 212.

CABLE FLAG: "U" OVER ANG. PENANG.

SHIPPING.



PACIFIC MAIL S.S. CO.

U. S. MAIL LINE.

Operating the New First Class Steamers
"ECUADOR" & "VENEZUELA"
"COLUMBIA"

HONGKONG TO SAN FRANCISCO.
via SHANGHAI, KOREA, YOKOHAMA & HONOLULU.

THE SONSHINE BRIT

The most comfortable route to America and Europe.

Sailing from HONGKONG at NOON.

"VENEZUELA" ... Wednesday, Nov. 3rd.

"ECUADOR" ... Wednesday, Dec. 1st.

"COLUMBIA" ... Wednesday, Dec. 1st.

PACIFIC MAIL S.S. CO.

HONGKONG OFFICE:—1st Floor Fowell's Building

12 Des Voeux Rd., Tel. 3605.

STRUTHERS & DIXON, INC.

Operating Far Eastern services for account of the
UNITED STATES SHIPPING BOARD.

Also
Amalgamated with
COSMOPOLITAN SHIPPING CO., NEW YORK.

Operating Baltimore via Panama service, to the Far East.

For MANILA.

For SAN FRANCISCO.

For SEATTLE.

For NEW YORK & BALTIMORE.

Through Bills of Lading issued to all U. S. and Canadian
Overland Common Points.

HONGKONG OFFICE:—1st Floor Fowell's Building

12 Des Voeux Rd., Tel. 3605.

JAVA-PACIFIC LINE OF THE JAVA-CHINA-JAPAN LIJN

Next sailing for SAN FRANCISCO.

The steamers are all fitted throughout with electric light and have
accommodation for a limited number of saloon-passengers.

All steamers carry a daily qualified "urgeon."

Cargo taken on through Bills of Lading to all Overland Points to the
United States of America and Canada.

For Particulars of Freight and Passage apply to the

JAVA-CHINA-JAPAN LIJN,
GENERAL MANAGERS,
York Buildings.

Telephone No. 1874.

THEOS. COOK & SON.

Tourist, Steamship and Forwarding Agents, Bankers, etc.

OFFICIAL PASSENGER AGENTS TO
THE PHILIPPINE GOVERNMENT.

TICKETS SUPPLIED TO ALL PARTS OF THE WORLD at Tariff Rates.

LETTERS OF CREDIT and CIRCULAR NOTES ISSUED and
CASHED.

SAGGAGE collected, forwarded and insured at lowest rates.

Cook's "FAR EASTERN TRAVELLER'S GAZETTE," containing
Sailings and Fares from the Far East to all parts of the World, will
be forwarded free on application.

Telegraphic Address: "COOPOX." THEOS. COOK & SON,

Telephone No. 334. Hongkong Hotel Buildings, Hongkong.

Also HANGHAI, PEKING, YOKOHAMA, MANILA.

Cable Office:—LUDGATE CIRCUS LONDON, E.C.

STEAMING COAL.

Contracts Solicited for Bunkering Ships

at Hongkong, Shanghai, Keelung (Formosa),

And All Leading Japan Ports.

K. KIMURA & CO.

2, Connaught Road Central.

Cable Add. "Propaganda" Tel. No. 2530.

TAIKOO DOCKYARD & ENGINEERING COMPANY

OF HONGKONG, LIMITED.

—DRY DOCK—

Length 787 Feet.

Length on Blocks 750 Feet

Depth on Centre of

SH. (B.W.O.S.T.) 24 ft. 6 ins.

—THREE SLIPWAYS—

Capable of Handling Ships Up

Telephone 29.

The Imperial Aviation Society will conduct a long distance contest to the Northeast in March or April, next year, and a budget for that purpose is to be framed by the society. Another contest will be given in the Northeast in October. The contestants are to start from the military training grounds in Mito, Ibaraki prefecture, to go to Kuku-shima, Sendai, Morioka, Aomori, and round to Hirotsuki. The society expects to give ¥30,000 to the winner of the first prize for the dynamo supplied, and ¥20,000 to the second best dynamo. Details will be published early next spring. The society lacks fund to carry out its ideas at present. The Emperor has made it a gift of ¥500,000, which added considerably to its original fund of ¥100,000. Many wealthy people are to make contributions. But more money is needed than is at present promised.

sort of thing went on, men creeping behind hedges to hear what people were saying. It does, especially on commons and in public parks. Prosecutions are numerous, but they are usually for conduct calculated to provoke a breach of the peace: the specific charge of eavesdropping has its origin in the preservation of the King's peace—"faith"—which is at the fountain head of our whole system of criminal law. Indeed many of the most respectable citizens would be chastigated, possibly aghast, to find how many actions they perform in the year of a criminal nature merely because these may result in a breach of the peace.

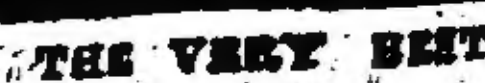
Click—r-r-r-r-r-r-r—click—
Hooked! The line that
kite to the fish line is bro
tup upon is of a flash of
white and gold, and the fish
down the wind. The fish
from his chair, on his feet
braced in a socket on his
real whirs and is checked
dips and rises, the line r
is wound in. The cord cu
toward the boat, the fish
find it in, and then it d
away, running freely—
slack, taut. The man h
quick as the fish, if not q
to anticipating the creatu

"It follows that the le can never live by lea alone." He must live in the atmosphere of the g in which he presumes to he must read in propor writes, and, if he is a he will always have some or some other form of w will keep him from bei in the convention of article."

THE DAIRY FARM, ICE & COLD STORAGE Co., Ltd.

For this purpose nitrogen is required in the soil, but N₂ unfortunately, has not given nitric acid from the air direct into the soil. It is needless to say that synthesis of ammonia is also the source of food for explosives. Germany before the war had just completed a commercial plant at the Badische Anilin- & Soda-Fabrik (BASF) in Ludwigshafen. Haber's process of synthesis of ammonia at 280-300 atmospheres and started work on the synthesis of ammonia, consequently sulphate of ammonia. During the war Germany was aided by the Allies and converted

64, Queen's Road Central.
HIGH CLASS TAILOR & OUTFITTER
 Specially Selected Woollen Suitings
 Just Arrived. Perfect Fit Guaranteed.
 Experienced Outfitters.



OBTAINABLE EVERYWHERE

It is light
Wholesome
and
Refreshing

NOTICE TO SHIPPERS AND PASSENGERS.

PROJECTED DEPARTURES.

(Continued from Page 6.)

AMERICAN PORTS.

VANCOUVER.

Oct. 10.-W. L. Maquao.	13.-O. S. K. Arizona Maru.
11.-D. L. L. Merville Dollar.	14.-W. L. N. N. N.
12.-O. S. K. Manila Maru.	15.-O. S. K. Empress of Russia.
16.-D. L. L. Merville Dollar.	17.-O. S. K. Empress of Russia.
18.-O. S. K. Empress of Russia.	19.-O. S. K. Empress of Russia.
20.-O. S. K. Empress of Russia.	21.-O. S. K. Empress of Russia.
22.-O. S. K. Empress of Russia.	23.-O. S. K. Empress of Russia.
24.-O. S. K. Empress of Russia.	25.-O. S. K. Empress of Russia.
26.-O. S. K. Empress of Russia.	27.-O. S. K. Empress of Russia.
28.-O. S. K. Empress of Russia.	29.-O. S. K. Empress of Russia.
30.-O. S. K. Empress of Russia.	31.-O. S. K. Empress of Russia.

VICTORIA.

Oct. 10.-W. L. Maquao.	13.-O. S. K. Arizona Maru.
11.-D. L. L. Merville Dollar.	14.-W. L. N. N. N.
12.-O. S. K. Manila Maru.	15.-O. S. K. Empress of Russia.
16.-D. L. L. Merville Dollar.	17.-O. S. K. Empress of Russia.
18.-O. S. K. Empress of Russia.	19.-O. S. K. Empress of Russia.
20.-O. S. K. Empress of Russia.	21.-O. S. K. Empress of Russia.
22.-O. S. K. Empress of Russia.	23.-O. S. K. Empress of Russia.
24.-O. S. K. Empress of Russia.	25.-O. S. K. Empress of Russia.
26.-O. S. K. Empress of Russia.	27.-O. S. K. Empress of Russia.
28.-O. S. K. Empress of Russia.	29.-O. S. K. Empress of Russia.
30.-O. S. K. Empress of Russia.	31.-O. S. K. Empress of Russia.

SEATTLE.

Oct. 10.-W. L. Maquao.	13.-O. S. K. Arizona Maru.
11.-D. L. L. Merville Dollar.	14.-W. L. N. N. N.
12.-O. S. K. Manila Maru.	15.-O. S. K. Empress of Russia.
16.-D. L. L. Merville Dollar.	17.-O. S. K. Empress of Russia.
18.-O. S. K. Empress of Russia.	19.-O. S. K. Empress of Russia.
20.-O. S. K. Empress of Russia.	21.-O. S. K. Empress of Russia.
22.-O. S. K. Empress of Russia.	23.-O. S. K. Empress of Russia.
24.-O. S. K. Empress of Russia.	25.-O. S. K. Empress of Russia.
26.-O. S. K. Empress of Russia.	27.-O. S. K. Empress of Russia.
28.-O. S. K. Empress of Russia.	29.-O. S. K. Empress of Russia.
30.-O. S. K. Empress of Russia.	31.-O. S. K. Empress of Russia.

TACOMA.

Oct. 10.-W. L. Maquao.	13.-O. S. K. Arizona Maru.
11.-D. L. L. Merville Dollar.	14.-W. L. N. N. N.
12.-O. S. K. Manila Maru.	15.-O. S. K. Empress of Russia.
16.-D. L. L. Merville Dollar.	17.-O. S. K. Empress of Russia.
18.-O. S. K. Empress of Russia.	19.-O. S. K. Empress of Russia.
20.-O. S. K. Empress of Russia.	21.-O. S. K. Empress of Russia.
22.-O. S. K. Empress of Russia.	23.-O. S. K. Empress of Russia.
24.-O. S. K. Empress of Russia.	25.-O. S. K. Empress of Russia.
26.-O. S. K. Empress of Russia.	27.-O. S. K. Empress of Russia.
28.-O. S. K. Empress of Russia.	29.-O. S. K. Empress of Russia.
30.-O. S. K. Empress of Russia.	31.-O. S. K. Empress of Russia.

PORTLAND.

Oct. 10.-W. L. Maquao.	13.-O. S. K. Arizona Maru.
11.-D. L. L. Merville Dollar.	14.-W. L. N. N. N.
12.-O. S. K. Manila Maru.	15.-O. S. K. Empress of Russia.
16.-D. L. L. Merville Dollar.	17.-O. S. K. Empress of Russia.
18.-O. S. K. Empress of Russia.	19.-O. S. K. Empress of Russia.
20.-O. S. K. Empress of Russia.	21.-O. S. K. Empress of Russia.
22.-O. S. K. Empress of Russia.	23.-O. S. K. Empress of Russia.
24.-O. S. K. Empress of Russia.	25.-O. S. K. Empress of Russia.
26.-O. S. K. Empress of Russia.	27.-O. S. K. Empress of Russia.
28.-O. S. K. Empress of Russia.	29.-O. S. K. Empress of Russia.
30.-O. S. K. Empress of Russia.	31.-O. S. K. Empress of Russia.

SAN FRANCISCO.

Oct. 9.-D. L. L. Merville Dollar.	12.-O. S. K. Empress of Russia.
10.-O. S. K. Empress of Russia.	13.-O. S. K. Empress of Russia.
11.-O. S. K. Empress of Russia.	14.-O. S. K. Empress of Russia.
12.-O. S. K. Empress of Russia.	13.-O. S. K. Empress of Russia.
13.-O. S. K. Empress of Russia.	14.-O. S. K. Empress of Russia.
14.-O. S. K. Empress of Russia.	15.-O. S. K. Empress of Russia.
15.-O. S. K. Empress of Russia.	16.-O. S. K. Empress of Russia.
16.-O. S. K. Empress of Russia.	17.-O. S. K. Empress of Russia.
17.-O. S. K. Empress of Russia.	18.-O. S. K. Empress of Russia.
18.-O. S. K. Empress of Russia.	19.-O. S. K. Empress of Russia.
19.-O. S. K. Empress of Russia.	20.-O. S. K. Empress of Russia.
20.-O. S. K. Empress of Russia.	21.-O. S. K. Empress of Russia.

LOS ANGELES.

Oct. 10.-W. L. Maquao.	13.-O. S. K. Arizona Maru.
11.-D. L. L. Merville Dollar.	14.-W. L. N. N. N.
12.-O. S. K. Manila Maru.	15.-O. S. K. Empress of Russia.
16.-D. L. L. Merville Dollar.	17.-O. S. K. Empress of Russia.
18.-O. S. K. Empress of Russia.	19.-O. S. K. Empress of Russia.
20.-O. S. K. Empress of Russia.	21.-O. S. K. Empress of Russia.
22.-O. S. K. Empress of Russia.	23.-O. S. K. Empress of Russia.
24.-O. S. K. Empress of Russia.	25.-O. S. K. Empress of Russia.
26.-O. S. K. Empress of Russia.	27.-O. S. K. Empress of Russia.
28.-O. S. K. Empress of Russia.	29.-O. S. K. Empress of Russia.
30.-O. S. K. Empress of Russia.	31.-O. S. K. Empress of Russia.

VALPARAISO.

Oct. 10.-W. L. Maquao.	13.-O. S. K. Arizona Maru.
11.-D. L. L. Merville Dollar.	14.-W. L. N. N. N.
12.-O. S. K. Manila Maru.	15.-O. S. K. Empress of Russia.
16.-D. L. L. Merville Dollar.	17.-O. S. K. Empress of Russia.
18.-O. S. K. Empress of Russia.	19.-O. S. K. Empress of Russia.
20.-O. S. K. Empress of Russia.	21.-O. S. K. Empress of Russia.
22.-O. S. K. Empress of Russia.	23.-O. S. K. Empress of Russia.
24.-O. S. K. Empress of Russia.	25.-O. S. K. Empress of Russia.
26.-O. S. K. Empress of Russia.	27.-O. S. K. Empress of Russia.
28.-O. S. K. Empress of Russia.	29.-O. S. K. Empress of Russia.
30.-O. S. K. Empress of Russia.	31.-O. S. K. Empress of Russia.

NEW YORK.

Oct. 10.-W. L. Maquao.	13.-O. S. K. Arizona Maru.
11.-D. L. L. Merville Dollar.	14.-W. L. N. N. N.
12.-O. S. K. Manila Maru.	15.-O. S. K. Empress of Russia.
16.-D. L. L. Merville Dollar.	17.-O. S. K. Empress of Russia.
18.-O. S. K. Empress of Russia.	19.-O. S. K. Empress of Russia.
20.-O. S. K. Empress of Russia.	21.-O. S. K. Empress of Russia.
22.-O. S. K. Empress of Russia.	23.-O. S. K. Empress of Russia.
24.-O. S. K. Empress of Russia.	25.-O. S. K. Empress of Russia.
26.-O. S. K. Empress of Russia.	27.-O. S. K. Empress of Russia.
28.-O. S. K. Empress of Russia.	29.-O. S. K. Empress of Russia.
30.-O. S. K. Empress of Russia.	31.-O. S. K. Empress of Russia.

EUROPEAN PORTS.

BRINDISI, VENICE, & TRIESTE.	Nov. 1.-L. T. (O. & Co.) Africa.
Dec. 8.-L. T. (O. & Co.) Persia.	
GENOA.	Oct. 11.-B. F. Tiana.
Nov. 8.-B. F. Tiana.	Dec. 20.-B. F. Tiana.
MARSEILLES.	Oct. 10.-M. P. O. Armand Behin.
Nov. 2.-B. F. Tiana.	Dec. 20.-B. F. Tiana.

CHILDREN'S COLDS.

WHY let the old cough rack their little bodies in such a distressing manner when on so easily cured their cough with a bottle of Chamberlain's Cough Remedy? For sale by all Chemists and Storekeepers.

OUR MEN OF SCIENCE.

REVOLUTIONARY VIEWS.

STUDY OF LIFE URGED.

Not one, but many of the speeches of our men of science, when assembled at Cardiff, have a sweep of imagination to bold and revolutionary as to make some of the older mathematicians and chemists shudder. Telepathy or the transference of thought is for the first time admitted as a serious scientific theme. Our men of science, who were never of higher repute in the world, attempt seriously to answer that Tennysonian question: Star to star vibrates light: may soul to soul Strike through some finer element of its own? One professor after another pleaded for the abolition of the dry-as-dust science in favour of the study of life. Professor Stanley Gardiner has a vision of his successors extracting from the sea the secret of the chemical origin of life. Professor Karl Pearson, famous in statistics, once the driest and most false of subjects, begged in a passage of fine poetical rhetoric for the expulsion from new generations of "the troglodyte nature" that man had inherited. His speech was real literature.

The discussion on Mendelism, stranger of all the laws of heredity, produced evidence of most original research work among insects, plants, and mammals, including man, all inspired by a new zeal in the hunt for the master secrets of the world. At the same time the speeches were more practical as well as more imaginative; indeed, in many ways more nearly in touch with national affairs; with intensive agriculture, with intensive fisheries, with the physical perfection of the race, with electrical invention, with science in commerce. Perhaps the immense increase of young students in science has helped to bring about this change of outlook, but, whatever the cause, the tendency is wholly good and will be of benefit to the country, says a Daily Mail editorial.

LONDON.

Oct. 9.-B. F. Helms.	10.-B. F. Helms.
11.-B. F. Helms.	12.-B. F. Helms.
13.-B. F. Helms.	14.-B. F. Helms.
15.-B. F. Helms.	16.-B. F. Helms.
17.-B. F. Helms.	18.-B. F. Helms.
19.-B. F. Helms.	20.-B. F. Helms.
21.-B. F. Helms.	22.-B. F. Helms.
23.-B. F. Helms.	24.-B. F. Helms.
25.-B. F. Helms.	26.-B. F. Helms.
27.-B. F. Helms.	28.-B. F. Helms.
29.-B. F. Helms.	30.-B. F. Helms.
31.-B. F. Helms.	

HAVER.

Oct. 9.-B. F. Helms.	10.-B. F. Helms.
11.-B. F. Helms.	12.-B. F. Helms.
13.-B. F. Helms.	14.-B. F. Helms.
15.-B. F. Helms.	16.-B. F. Helms.
17.-B. F. Helms.	18.-B. F. Helms.
19.-B. F. Helms.	20.-B. F. Helms.
21.-B. F. Helms.	22.-B. F. Helms.
23.-B. F. Helms.	24.-B. F. Helms.
25.-B. F. Helms.	26.-B. F. Helms.
27.-B. F. Helms.	28.-B. F. Helms.
29.-B. F. Helms.	30.-B. F. Helms.
31.-B. F. Helms.	

LIVERPOOL.

Oct. 9.-B. F. Helms.	10.-B. F. Helms.
11.-B. F. Helms.	12.-B. F. Helms.
13.-B. F. Helms.	14.-B. F. Helms.
15.-B. F. Helms.	16.-B. F. Helms.
17.-B. F. Helms.	18.-B. F. Helms.
19.-B. F. Helms.	20.-B. F. Helms.
21.-B. F. Helms.	22.-B. F. Helms.
23.-B. F. Helms.	24.-B. F. Helms.
25.-B. F. Helms.	26.-B. F. Helms.
27.-B. F. Helms.	28.-B. F. Helms.
29.-B. F. Helms.	30.-B. F. Helms.
31.-B. F. Helms.	

ANTWERP.

Oct. 10.-O. S. K. Arizona Maru.	13.-O. S. K. Empress of Russia.
11.-O. S. K. Empress of Russia.	14.-O. S. K. Empress of Russia.
12.-O. S. K. Empress of Russia.	13.-O. S. K. Empress of Russia.
13.-O. S. K. Empress of Russia.	14.-O. S. K. Empress of Russia.
14.-O. S. K. Empress of Russia.	15.-O. S. K. Empress of Russia.
15.-O. S. K. Empress of Russia.	16.-O. S. K. Empress of Russia.
16.-O. S. K. Empress of Russia.	17.-O. S. K. Empress of Russia.
17.-O. S. K. Empress of Russia.	18.-O. S. K. Empress of Russia.
18.-O. S. K. Empress of Russia.	19.-O. S. K. Empress of Russia.
19.-O. S. K. Empress of Russia.	20.-O. S. K. Empress of Russia.
20.-O. S. K. Empress of Russia.	21.-O. S. K. Empress of Russia.

ROTTERDAM.

Oct. 9.-B. F. Helms.	10.-B. F. Helms.
11.-B. F. Helms.	12.-B. F. Helms.
13.-B. F. Helms.	14.-B. F. Helms.
15.-B. F. Helms.	16.-B. F. Helms.
17.-B. F. Helms.	18.-B. F. Helms.
19.-B. F. Helms.	20.-B. F. Helms.
21.-B. F. Helms.	22.-B. F. Helms.
23.-B. F. Helms.	24.-B. F. Helms.
25.-B. F. Helms.	26.-B. F. Helms.
27.-B. F. Helms.	28.-B. F. Helms.
29.-B. F. Helms.	30.-B. F. Helms.
31.-B. F. Helms.	

AMSTERDAM.

Oct. 12.-B. F. Helms.	13.-B. F. Helms.
14.-B. F. Helms.	15.-B. F. Helms.
16.-B. F. Helms.	17.-B. F. Helms.
18.-B. F. Helms.	19.-B. F. Helms.
20.-B. F. Helms.	21.-B. F. Helms.
22.-B. F. Helms.	23.-B. F. Helms.
24.-B. F. Helms.	25.-B. F. Helms.
26.-B. F. Helms.	27.-B. F. Helms.
28.-B. F. Helms.	29.-B. F. Helms.
30.-B. F. Helms.	31.-B. F. Helms.

HAMBURG.

Oct. 12.-B. F. Helms.	13.-B. F. Helms.
14.-B. F. Helms.	15.-B. F. Helms.
16.-B. F. Helms.	17.-B. F. Helms.
18.-B. F. Helms.	19.-B. F. Helms.
20.-B. F. Helms.	21.-B. F. Helms.
22.-B. F. Helms.	23.-B. F. Helms.
24.-B. F. Helms.	25.-B. F. Helms.
26.-B. F. Helms.	27.-B. F. Helms.
28.-B. F. Helms.	29.-B. F. Helms.
30.-B. F. Helms.	31.-B. F. Helms.

ASIA BANKING CORPORATION
(AN AMERICAN BANK)

CAPITAL: U.S. \$4,000,000.
RESERVE FUND: U.S. \$1,489,000.
HEAD OFFICE: NEW YORK, U.S.A.
HEAD OFFICE FOR THE ORIENT: SHANGHAI.
BRANCHES: MANILA, HANKOW, CANTON, CHANGSHA, PEKING.
All descriptions of Banking Business transacted.
Interest allowed on Current Accounts Savings Accounts and Fixed Deposits in Local Currency, U. S. Dollars, Sterling or Francs.
American Bankers' Association and Guaranty Trust Company of New York Travellers Cheques sold by us. Payable throughout the world.
N. E. MULLEN, Acting Manager.

THE WATER SUPPLY.

LEVEL AND STORAGE OF WATER IN RESERVOIRS ON THE 1ST OCTOBER, 1920.			
CITY AND DISTRICT WATER WORKS	LEVEL.	1919.	1920.
1. Above overflow	Level with overflow	100.00	100.00
2. Below overflow	Level with overflow	100.00	100.00
3. Below overflow	Level with overflow	100.00	100.00
4. Below overflow	Level with overflow	100.00	100.00
5. Below overflow	Level with overflow	100.00	100.00
6. Below overflow	Level with overflow	100.00	100.00
7. Below overflow	Level with overflow	100.00	100.00
8. Below overflow	Level with overflow	100.00	100.00
9. Below overflow	Level with overflow	100.00	100.00
10. Below overflow	Level with overflow	100.00	100.00
11. Below overflow	Level with overflow	100.00	100.00
12. Below overflow	Level with overflow	100.00	100.00
13. Below overflow	Level with overflow	100.00	100.00
14. Below overflow	Level with overflow	100.00	100.00
15. Below overflow	Level with overflow	100.00	100.00
16. Below overflow	Level with overflow	100.00	100.00
17. Below overflow	Level with overflow	100.00	100.00
18. Below overflow	Level with overflow	100.00	100.00
19. Below overflow	Level with overflow	100.00	100.00
20. Below overflow	Level with overflow	100.00	100.00
21. Below overflow	Level with overflow	100.00	100.00
22. Below overflow	Level with overflow	100.00	100.00
23. Below overflow	Level with overflow	100.00	100.00
24. Below overflow	Level with overflow	100.00	100.00
25. Below overflow	Level with overflow	100.00	100.00
26. Below overflow	Level with overflow	100.00	100.00
27. Below overflow	Level with overflow	100.00	100.00
28. Below overflow	Level with overflow	100.00	100.00
29. Below overflow	Level with overflow	100.00	100.00
30. Below overflow	Level with overflow	100.00	100.00
31. Below overflow	Level with overflow	100.00	100.00
32. Below overflow	Level with overflow	100.00	100.00
33. Below overflow	Level with overflow	100.00	100.00
34. Below overflow	Level with overflow	100.00	100.00
35. Below overflow	Level with overflow	100.00	100.00
36. Below overflow	Level with overflow	100.00	100.00
37. Below overflow	Level with overflow	100.00	100.00
38. Below overflow	Level with overflow	100.00	100.00
39. Below overflow	Level with overflow	100.00	100.00
40. Below overflow	Level with overflow	100.00	100.00
41. Below overflow	Level with overflow	100.00	100.00
42. Below overflow	Level with overflow	100.00	100.00
43. Below overflow	Level with overflow	100.00	100.00
44. Below overflow	Level with overflow	100.00	100.00
45. Below overflow	Level with overflow	100.00	100.00
46. Below overflow	Level with overflow	100.00	100.00
47. Below overflow	Level with overflow	100.00	100.00
48. Below overflow	Level with overflow	100.00	100.00
49. Below overflow	Level with overflow	100.00	100.00
50. Below overflow	Level with overflow	100.00	100.00
51. Below overflow	Level with overflow	100.00	100.00
52. Below overflow	Level with overflow	100.00	100.00
53. Below overflow	Level with overflow	100.00	100.00
54. Below overflow	Level with overflow	100.00	100.00
55. Below overflow	Level with overflow	100.00	100.00
56. Below overflow	Level with overflow	100.00	100.00
57. Below overflow	Level with overflow	100.00	100.00
58. Below overflow	Level with overflow	100.00	100.00
59. Below overflow	Level with overflow	100.00	100.00
60. Below overflow	Level with overflow	100.00	100.00
61. Below overflow	Level with overflow	100.00	100.00
62. Below overflow	Level with overflow	100.00	100.00
63. Below overflow	Level with overflow	100.00	100.00
64. Below overflow	Level with overflow	100.00	100.00
65. Below overflow	Level with overflow	100.00	100.00
66. Below overflow	Level with overflow	100.00	100.00
67. Below overflow	Level with overflow	100.00	100.00
68. Below overflow	Level with overflow	100.00	100.00
69. Below overflow	Level with overflow	100.00	100.00
70. Below overflow	Level with overflow	100.00	100.00
71. Below overflow	Level with overflow	100.00	100.00
72. Below overflow	Level with overflow	100.00	100.00
73. Below overflow	Level with overflow	100.00	100.00
74. Below overflow	Level with overflow	100.00	100.00
75. Below overflow	Level with overflow	100.00	100.00
76. Below overflow	Level with overflow	100.00	100.00
77. Below overflow	Level with overflow	100.00	100.00
78. Below overflow	Level with overflow	100.00	100.00
79. Below overflow	Level with overflow	100.00	100.00
80. Below overflow	Level with overflow	100.00	100.00
81. Below overflow	Level with overflow	100.00	100.00
82. Below overflow	Level with overflow	100.00	100.00
83. Below overflow	Level with overflow	100.00	100.00
84. Below overflow	Level with overflow	100.00	100.00
85. Below overflow	Level with overflow	100.00	100.00
86. Below overflow	Level with overflow	100.00	100.00
87. Below overflow	Level with overflow	100.00	100.00
88. Below overflow	Level with overflow	100.00	100.00
89. Below overflow	Level with overflow	100.00	100.00
90. Below overflow	Level with overflow	100.00	100.00
91. Below overflow	Level with overflow	100.00	100.00
92. Below overflow	Level with overflow	100.00	100.00
93. Below overflow	Level with overflow	100.00	100.00
94. Below overflow	Level with overflow	100.00	100.00
95. Below overflow	Level with overflow	100.00	100.00
96. Below overflow	Level with overflow	100.00	100.00
97. Below overflow	Level with overflow	100.00	100.00
98. Below overflow	Level with overflow	100.00	100.00
99. Below overflow	Level with overflow	100.00	100.00
100. Below overflow	Level with overflow	100.00	100.00

ENTERTAINMENTS.

Printed and Published for THE CONCERNED by GEORGE WILLIAM CADE BURNETT, Editor, No. 5, Wyndham Street, Hongkong.

Harvard Observatory Oct. 8. 1920.

Highest open air Temperature on the 7th-51
Lowest open air Temperature on the 9th-78
T. F. CLAXTON, Director.
Hearings Observatory Oct. 8. 1920.